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OREGON STATE HIGHWAY COMMISSION

BIENNIAL REPORT

1965 1966

TWENTY-SEVENTH BIENNIAL REPORT

OF THE

Oregon State Highway Commission

For the Period July 1, 1964 to June 30, 1966

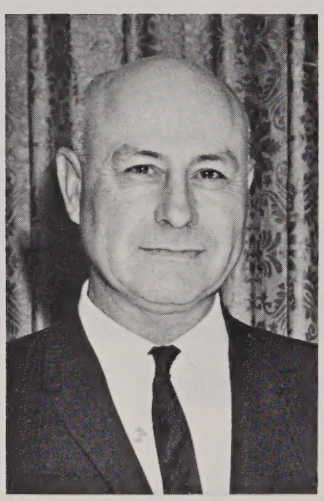
OREGON STATE HIGHWAY COMMISSION

GLENN L. JACKSON, Chairman
KENNETH N. FRIDLEY, Commissioner
DAVID B. SIMPSON, Commissioner

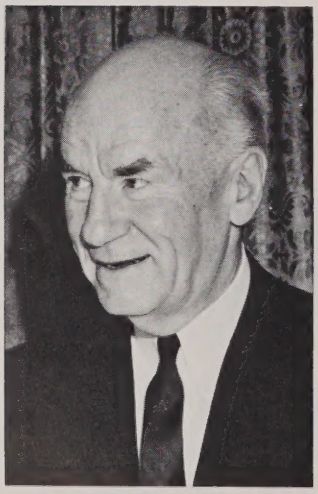
FORREST COOPER, State Highway Engineer

GEORGE E. ROHDE, Chief Counsel
FLOYD QUERY, Secretary

Chairman
Jackson



Commissioner
Fridley



Commissioner
Simpson

OREGON STATE HIGHWAY COMMISSION

Present Members

Kenneth N. Fridley, Wasco, appointed April 3, 1958.
Glenn L. Jackson, Medford, appointed April 27, 1959.
David B. Simpson, Portland, appointed April 1, 1962.

Former Members and Terms

E. J. Adams, Eugene, February 28, 1917, to March 31, 1918.
W. L. Thompson, Pendleton, February 28, 1917, to Oct. 15, 1919.
S. Benson, Portland, February 28, 1917, to November 15, 1920.
R. A. Booth, Eugene, April 1, 1918, to May 28, 1923.
J. N. Burgess, Pendleton, October 16, 1919, to November 21, 1919.
E. E. Kiddle, Island City, November 26, 1919, to Dec. 28, 1920.
J. B. Yeon, Portland, November 22, 1920, to March 31, 1923.
W. B. Barratt, Heppner, January 8, 1921, to March 27, 1923.
Wm. Duby, Baker, March 27, 1923, to July 31, 1927.
H. B. Van Duzer, Portland, April 1, 1923, to October 7, 1931.
W. H. Malone, Corvallis, May 28, 1923, to March 31, 1927.
C. E. Gates, Medford, April 1, 1927, to March 11, 1931.
Robert W. Sawyer, Bend, August 1, 1927, to May 28, 1930.
M. A. Lynch, Redmond, May 29, 1930, to August 1, 1931.
Chas. K. Spaulding, Salem, March 11, 1931, to February 16, 1932.
Wm. Hanley, Burns, August 1, 1931, to February 16, 1932.
J. C. Ainsworth, Portland, October 8, 1931, to February 16, 1932.
Leslie M. Scott, Portland, February 17, 1932, to March 31, 1935.
Carl G. Washburne, Eugene, February 17, 1932, to Oct. 9, 1935.
E. B. Aldrich, Pendleton, February 17, 1932, to March 31, 1940.
F. L. Tou Velle, Jacksonville, October 9, 1935, to March 31, 1939.
Henry F. Cabell, Portland, April 1, 1935, to February 28, 1943.
Huron W. Clough, Canyonville, April 1, 1939, to April 7, 1943.
Herman Oliver, John Day, April 1, 1940, to March 31, 1943.
Merle R. Chessman, Astoria, April 8, 1943, to October 1, 1946.
T. H. Banfield, Portland, February 28, 1943, to March 31, 1950.
Arthur W. Schaupp, Klamath Falls, Apr. 1, 1943, to Mar. 31, 1949.
Ben R. Chandler, Coos Bay, October 1, 1946, to March 31, 1957.
Chas. H. Reynolds, La Grande, April 1, 1949, to March 31, 1958.
Robert B. Chessman, Astoria, April 1, 1957, to April 26 1959.
M. K. McIver, Portland, April 1, 1950, to March 31, 1962.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

Salem, Oregon
January 1, 1967

HONORABLE MARK O. HATFIELD,
Governor of the State of Oregon.

Dear Sir:

In compliance with the provisions of ORS 366.485, we submit herewith the report of the Oregon State Highway Commission for the period from July 1, 1964, to June 30, 1966.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION,

GLENN L. JACKSON, Chairman,
KENNETH N. FRIDLEY, Commissioner,
DAVID B. SIMPSON, Commissioner

FOREWORD

Oregon law provides that the Highway Commission make a biennial report to the Governor which, in addition to other pertinent information, explains the work accomplished and accounts for the revenues received and the disbursements made during the period.

In preparing the report, it has been the aim of the Highway Department to assemble the data in a style that will permit anyone to quickly obtain a perspective of the condition of Oregon's Highway System. To accomplish this, a simple approach with appropriate graphical and pictorial data has been used. In addition to fulfilling the statutory requirement, the Highway Commission has provided an instrument that will permit any person to obtain a better understanding of Oregon's general highway problems.

For those who need more detailed and comprehensive information, a statistical and financial section has been provided. The data in this portion of the report covers not only the July 1, 1964 to June 30, 1966 biennium, but in some cases includes factual data dating back to 1917, when Oregon commenced its road building program.

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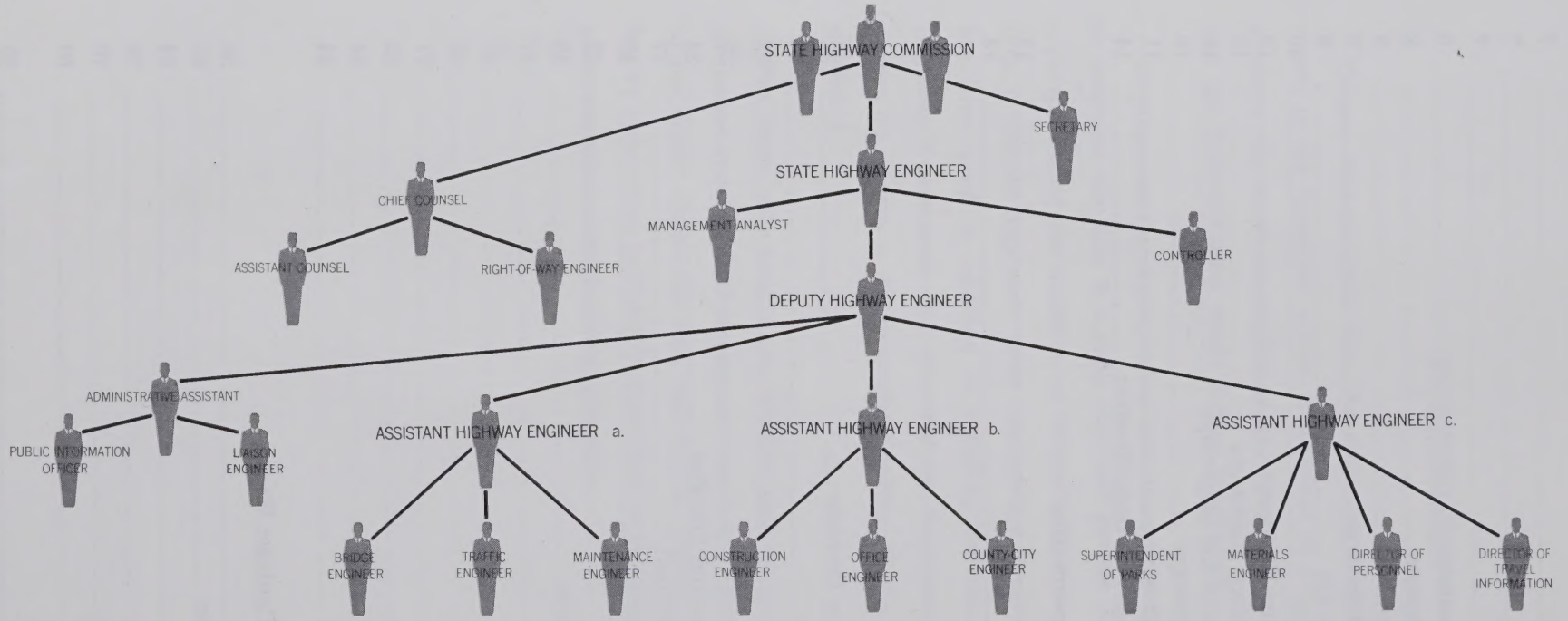
ORGANIZATION OF THE OREGON STATE HIGHWAY DEPARTMENT



OREGON STATE HIGHWAY COMMISSION

Glenn L. Jackson, Chairman

Kenneth N. Fridley, Commissioner

David B. Simpson, Commissioner

FIELD ORGANIZATION

FIVE DIVISION ENGINEERS

ONE METROPOLITAN ENGINEER

ADMINISTRATION

Forrest Cooper, State Highway Engineer

R. L. Porter, Deputy State Highway Engineer

Tom Edwards, Assistant State Highway Engineer a.

F. B. Klaboe, Assistant State Highway Engineer b.

L. P. Shaw, Assistant State Highway Engineer c.

V. D. Wolfe, Administrative Assistant

ORGANIZATION

The State Highway Department organization consists of the State Highway Commission, State Highway Engineer, Deputy State Highway Engineer, three Assistant State Highway Engineers, Legal Counsel, Secretary, Controller, and all their employees and assistants. The State Highway Commission's three members are appointed by the Governor for three-year terms. Oregon law provides that not more than one member shall be from any one Congressional District. Before a Commissioner's term expires, the Governor appoints a successor who assumes his duties on the first of April following the appointment. In the event of a vacancy for any cause, the Governor makes an appointment to become immediately effective for the unexpired term. The Commission serves without pay except for necessary expenses incurred in the performance of their duties.

ENGINEERING

The State Highway Engineer is the chief administrative officer. He is appointed by the Commission to serve at their pleasure for a period not to exceed four years unless reappointed. The Commission, with the concurrence of the State Highway Engineer, appoints a Deputy and three Assistant State Highway Engineers. Subject to the provisions of the State Civil Service Law, the Commission has authorized the Highway Engineer to employ staff engineers, engineers and technical assistants, and other personnel as in his judgment may be necessary to conduct the business and activities of the State Highway Department.

Under the executive staff, the organization is subdivided into divisions and sections indicated on the organization chart. Field duties relative to the supervision, direction, maintenance and construction of State highways are delegated to five Division Engineers with headquarters at Portland, Salem, Roseburg, Bend and La Grande, and one Metropolitan Engineer located and directing work within the Portland metropolitan area.

Engineering services on construction projects are provided by resident construction engineers working under the supervision of the Division Engineers or the Metropolitan Engineer. Each resident engineer is placed in direct charge of one or more contract jobs and performs such duties as inspection of workmanship and materials, measurement of quantities, job layout and other responsibilities required to assure compliance with plans and specifications.

When highway location surveys are to be made, the Construction Engineer assigns a Locating Engineer to perform the work under the direct supervision of the Division Engineer.

Traffic Control is directed by the Division Traffic Engineers under the supervision of the Division Engineer. They are responsible for investigation and recommendations for correction of dangerous intersections or sections of highways which are brought to their attention through study of accident records, traffic volume surveys, vehicle speeds and physical conditions.

Maintenance activities are directed by District Maintenance Superintendents working under the supervision of the Division Engineer; each superintendent is responsible for the work in a specific geographical district. Working directly under the District Maintenance Superintendents are 129 section crews who perform routine maintenance duties. In addition, a varying number of extra gang crews are employed to perform special tasks, such as removing slides, patching pavements and repairing bridges.

The Maintenance Engineer supervises the operation of equipment shops and storerooms at Coquille, Bend, Klamath Falls and La Grande, with the main shops and storeroom headquarters located at Salem. These shops service, repair and distribute equipment used by the Highway Department and manage the storage and distribution of various materials, supplies and parts as required.

THE SECRETARY

The Commission appoints a Secretary and an Assistant Secretary to hold office for a term not to exceed four years unless reappointed. The Secretary and his assistant keep a complete transcript of all meetings, actions and other Commission business; control and file all records, contracts, documents, minutes and other papers of the Commission; and perform other duties that normally come within the scope of this office.

THE LEGAL COUNSEL

The Commission, with the approval of the Attorney General, appoints a Chief Legal Counsel and an Assistant Legal Counsel. They serve at the discretion of the Commission for terms not exceeding four years unless reappointed. The Legal Counsel, the assistant and their staff serve as legal advisors to the Commission, appear for and represent the Commission in all matters requiring the services of an attorney. The Legal Counsel is also responsible for the acquisition of all real property required by the Highway Department.

THE CONTROLLER

The Controller is appointed by the Commission for a four-year term. He handles the fiscal affairs of the State Highway Department and is reappointed at the option of the Commission. The Controller is authorized to employ assistants and staff as required to carry out the duties of his office. The Controller and his staff audit, approve and register all claims for expenditure from the Highway Fund; and record all revenue received from the Motor Vehicle Fund, cooperative projects, and the Federal Government through the Bureau of Public Roads.

STATE PARKS AND RECREATION

The Highway Commission has under its jurisdiction a Division of State Parks and Recreation. A State Parks Superintendent is appointed by the Commission to serve under their direction. The Superintendent employs assistants and staff, subject to the State Civil Service Law, as are needed to properly administer and operate Oregon's State Park System and recreation facilities.

The Commission also appoints, on recommendation of the State Parks Superintendent, a Director of Recreation who serves at their pleasure.

THE STATE HIGHWAY SYSTEM

The State Highway System is made up of that network of highways which is established by the State Legislature and the State Highway Commission. It comprises over 7,500 miles of roads which extend to every area of the State. In addition, the Highway Commission exercises certain jurisdiction on approximately 4,500 miles of county roads which are eligible to receive financial aid from the Federal Government. Nearly all of the State Highway System is also on the Federal-Aid System and a portion is also on the Federal Forest Highway System. Roads making up the system are classified into several categories in order to meet eligibility requirements of the Federal Government in connection with federal-aid highway financing.

During recent years much use has been made of the terms "throughway", "freeway" and "expressway". In many instances these terms have been used incorrectly and as a result confusion and misunderstanding have occurred. In order to understand better the factors and elements that make up the Highway System, it is in order that we define a few basic highway terms.

Control of Access—This is a condition where the right to enter or leave a highway is controlled by public authority. Access may be fully controlled, in which case preference is given to through traffic and all entrances or exits to the highway are permitted only at traffic interchanges. Access may also be partially controlled, in which instance preference is given to through traffic to a degree, with direct access and exit being permitted at designated locations. Oftentimes the type of use that may be made at designated access locations is specified.

Expressway—A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at intersections.

Freeway—A divided arterial highway for through traffic with full control of access and grade separations at intersections.

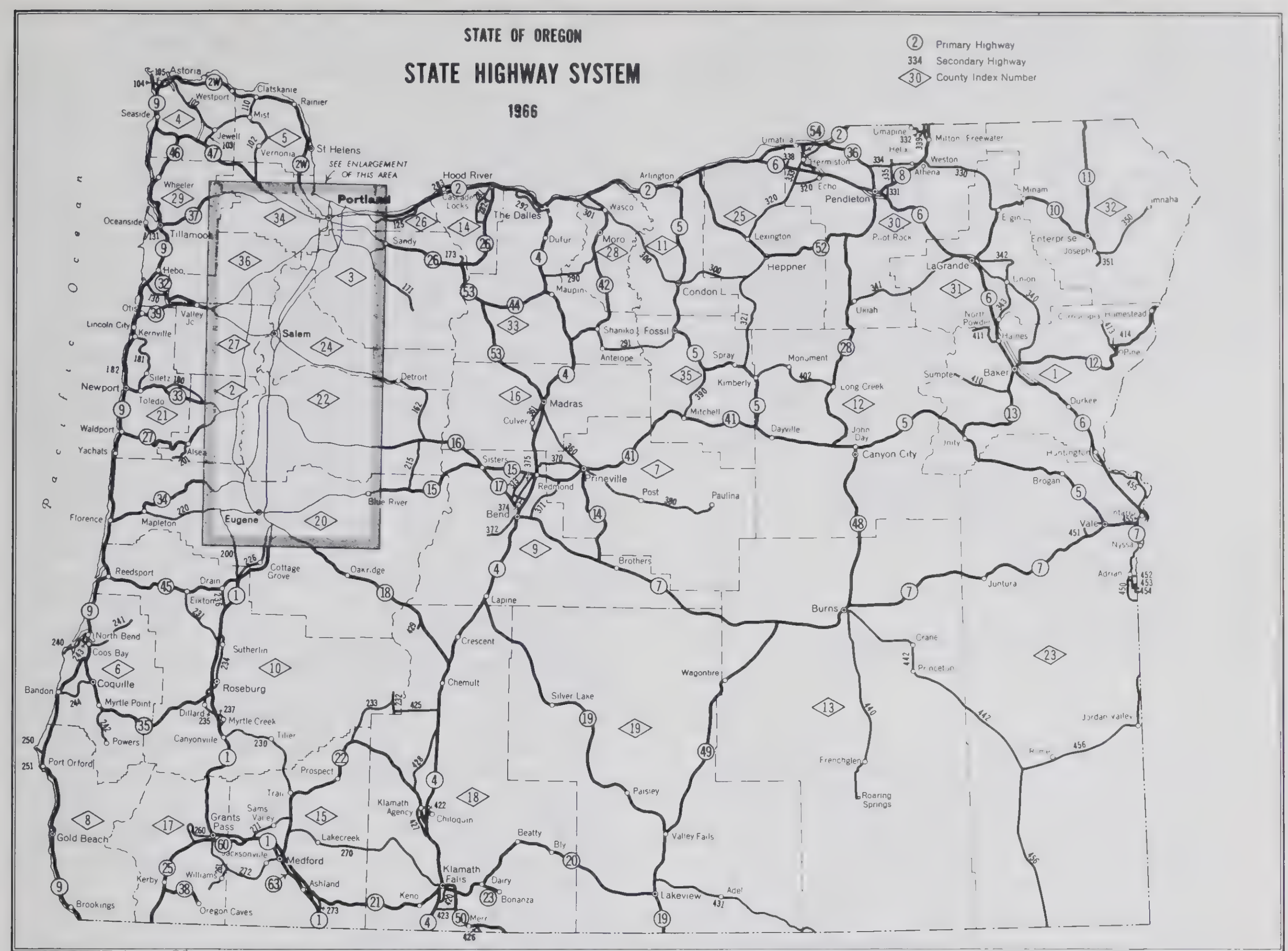
Throughway—This term is one of more local than national usage. In Oregon's case, the Highway Commission has designated, as is provided by law, certain of the state's highways as throughways. These highways comprise most of the state's primary highways and a few of the more important secondary highways. Our statutes define a throughway as a highway or street especially designed to handle through traffic and to which abutting landowners have limited or no rights of access. On Oregon's system all freeways are throughways, but many throughways are not freeways.

The Highway system is divided into two fundamental parts known as Primary Highways and Secondary Highways. All highways over which the Highway Commission exercises complete control are either on the primary or secondary network. Each is considered separately as follows:

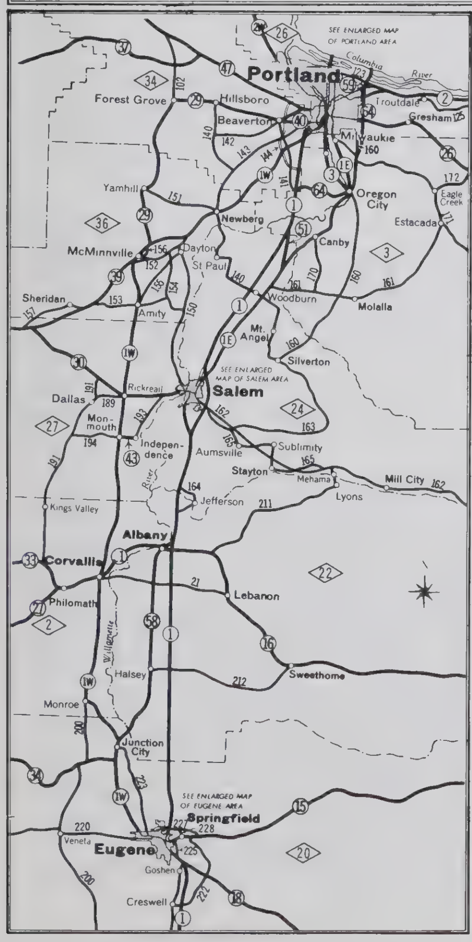
Primary State Highways—These highways provide primarily for through traffic movements or traffic that is moving from city to city as distinguished from that type of traffic whose origin and destination is in close proximity. The basic primary network is provided by statute and additions thereto are made by the legislature or the Highway Commission. Nearly all State Primary Highways are throughways. Those on the Federal Interstate and Defense System are being constructed as freeways and some have been constructed as expressways.

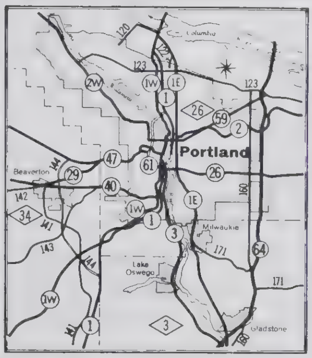
Secondary State Highways—These highways are designed to provide for farm to market traffic, for feeder service to primary routes and for the type of traffic having more of a local characteristic than that using the primary routes. Additions, deletions or changes in the Secondary System are by joint actions of the Highway Commission and the respective county court. The counties, however, do not bear any financial responsibility for either construction or maintenance on State Secondary Highways. The majority of secondary highways are not throughways nor are they constructed as freeways or expressways. In many cases, however, they are constructed on right of way with partial access control.

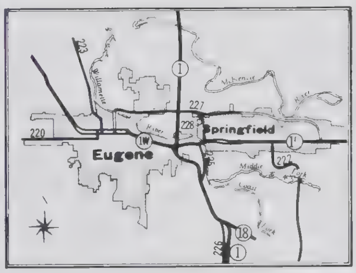
Federal-Aid Highways — The federal-aid highways are those selected by mutual agreement between the U. S. Bureau of Public Roads and the State Highway Commission to be placed on the Federal-Aid System. Such highways are eligible to receive funds for construction which have been authorized by the various federal-aid highway acts. These acts of Congress make certain sums available for Interstate and Defense Highways, for Primary Highways, for Secondary Highways and for the extensions of the Primary and Secondary Highways into approved urban areas. Nearly all highways on the State Highway System are

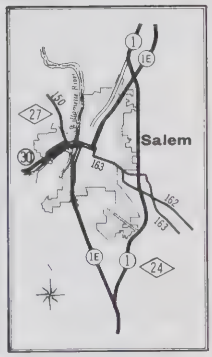


ENLARGED MAPS OF THE WILLAMETTE VALLEY AND METROPOLITAN AREAS









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also on the Federal-Aid System. With few exceptions, Primary State Highways are also Primary Federal-Aid Highways and Secondary State Highways are also Secondary Federal-Aid Highways.

Interstate Highways—The national system of Interstate and Defense Highways is composed of 41,000 miles of the more important trunk highways in the nation. In Oregon there are 735 miles on this system which are largely portions of the State's primary network. The table shows in detail the routes that make up the system.

Interstate Route No.	*Route Name*	*Miles*
5	Pacific Highway	309
80N	Upper Columbia River and Old Oregon Trail Highways	375
82	Umatilla-Stanfield	15
105	Eugene Spur	4
205	East Portland Freeway	25
305	Salem Spur	3
405	Stadium Freeway (Portland)	4
		735

Interstate Highways are constructed as freeways and the construction costs are shared nominally on the basis of 90% by the Federal Government and 10% by the State. Because of the large areas of public domain in Oregon, an advantage in matching ratio is enjoyed by the State, which at present is 92.2% Federal and 7.8% State. It has been estimated that the nationwide cost of this system will be over 41 billion dollars.

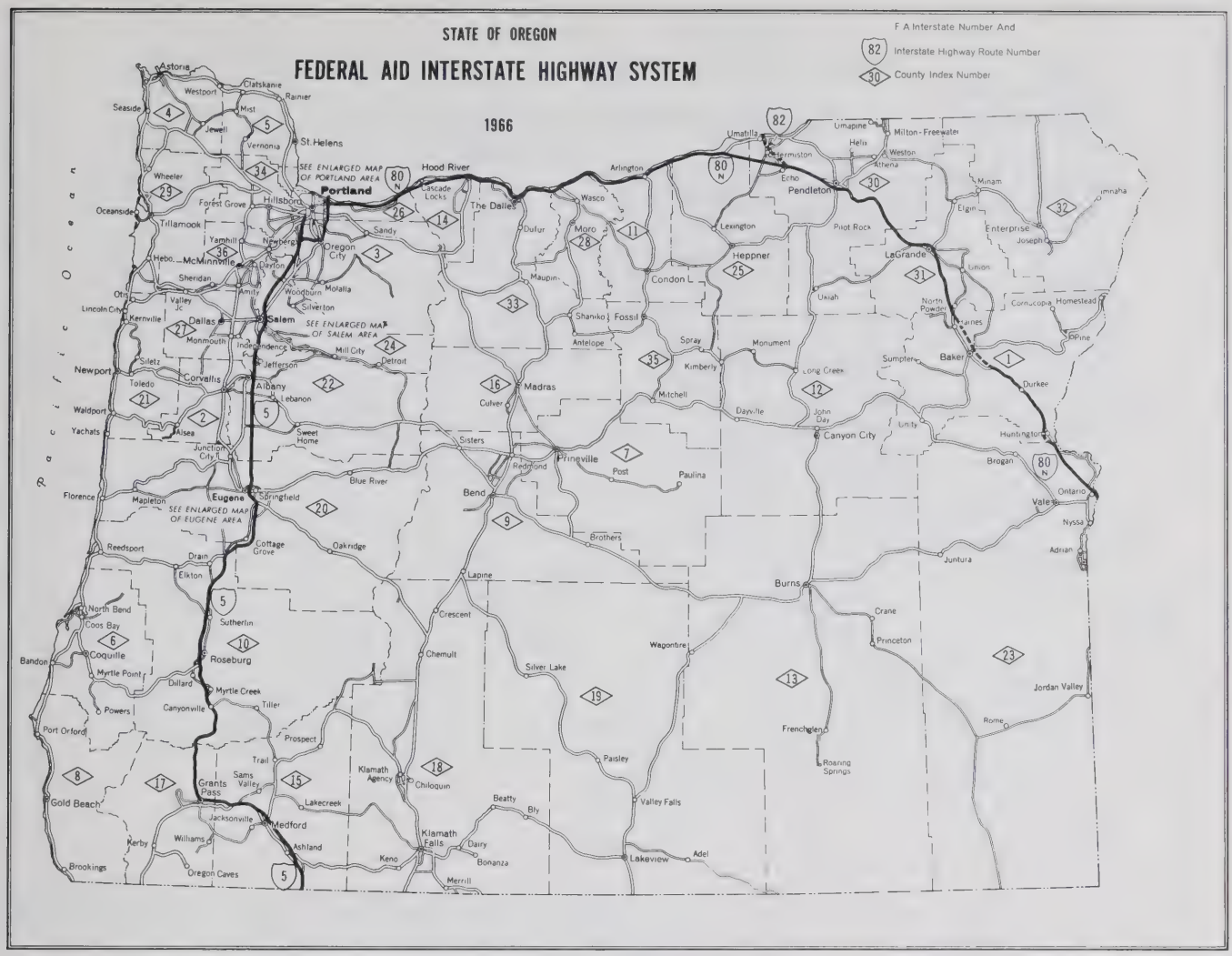
Federal-Aid Primary Highways—This group of highways comprises those main routes in the State other than the Interstate Highways. It is intended that the system make up a network connecting county seats and other population centers. Highways on this system are usually not constructed as freeways but they are in most cases throughways and are on right of way that is generally at least partially access controlled. Normally the cost of construction of highways in this class is shared 50% by the Federal Government and 50% by the State. Because of the public domain area in Oregon, the ratio in this State at present is 63.5% Federal and 36.5% State. Mileage of Federal-Aid Primary Highways is limited to 8% of the total mileage of public roads in existence in 1921. This places the limit in Oregon at 3,346 miles, which is exclusive of mileage within National Forests, Federal Reservations and approved urban areas. In the system as now approved there are 3,051 miles.

Federal-Aid Secondary Highways—This class of highways is intended to be the principal farm to market roads, mail delivery routes, public school bus routes, and highways and roads carrying traffic having high local use characteristics. There is no limitation on the mileage that may be included in this system except that it should not be greater than that which can be improved within a reasonable time. Designation of highways for this classification is made by the Highway Commission and local county officials with the approval of the Federal Bureau of Public Roads. The Secondary Federal-Aid System is unique in that part of it is composed of State Highways (the majority being State Secondary Highways) and part is composed of county roads. Federal regulations require that 50% of Federal secondary money be expended on roads of local jurisdiction (county roads). The matching ratio on Federal secondary funds is the same as for Federal primary funds. By agreement with the Oregon counties, no county funds are expended on those Federal-Aid Secondary Highways that are on the State Highway System. As to those Federal-Aid Secondary Highways that are on the county road system, Federal money provides for approximately 60%, county money for 20% and State highway money for 20% of the construction costs. The Highway Department makes such surveys, designs and other preliminary engineering functions as are necessary at State Highway expense and the counties provide such right of way as may be necessary at county expense.

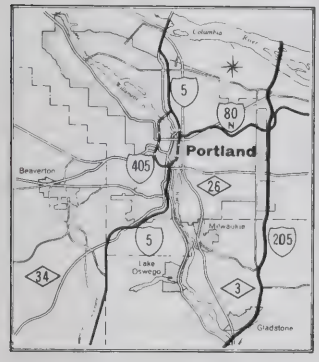
At present the Federal-Aid Secondary System consists of 3,546 miles of State highways and 4,624 miles of county roads. With one or two exceptions, these highways are not throughways, freeways or expressways. Those highways on the State Secondary System are often constructed on partially controlled access right of way.

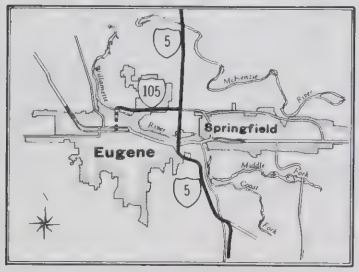
Extensions of Federal-Aid Primary and Secondary Highways in Urban Areas—A portion of the Federal-Aid apportionment to the various states is designated to be expended on those sections of Federal-Aid Primary and Secondary Highways that extend into official urban areas. An urban area is any incorporated city or town of 5,000 population or more, and may also be any area adjacent to such city or town that has urban characteristics. An adjacent area to be eligible to receive Federal-Aid Urban Funds must first be approved by the Bureau of Public Roads. Urban funds cannot be expended outside of approved urban areas, secondary funds may be expended inside urban areas on Secondary Highways and primary funds may be expended on Primary Highways without regard to urban limits.

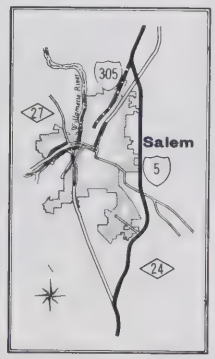
Federal Lands Highways—Federal Lands Highways are highways or portions of highways which because of their being on public domain, Indian reservations, or other Federal



ENLARGED MAPS OF METROPOLITAN AREAS







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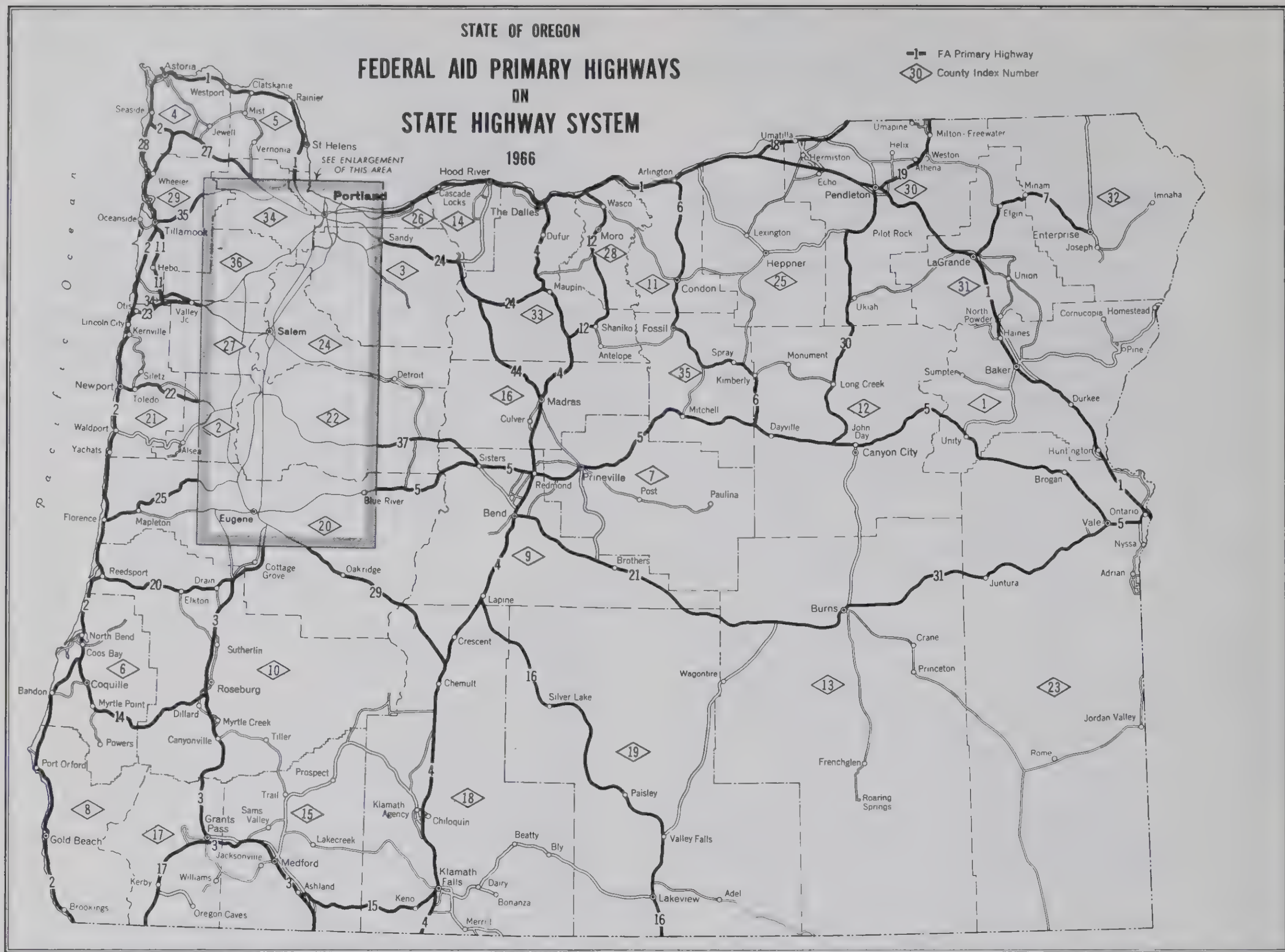
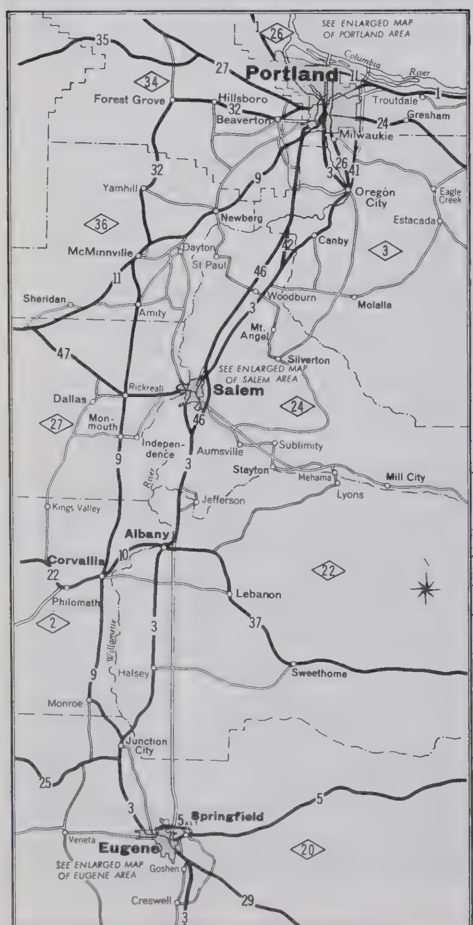
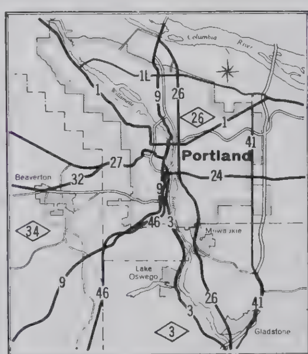
reservations, are eligible to have Public Lands Highway Funds expended on them. There is no definite system of Public Lands Highways nor is any annual allocation made to Oregon of these funds. Congress provided $9,000,000 for fiscal year 1965 and $7,000,000 for fiscal year 1966 which is apportioned on a basis of need. Oregon received $460,000 1965 fiscal year funds and $500,000 from 1966 fiscal year funds. So far Public Lands Highway Funds have all been expended on either Primary or Secondary Highways. While some of the roads are throughways, none are freeways or expressways.

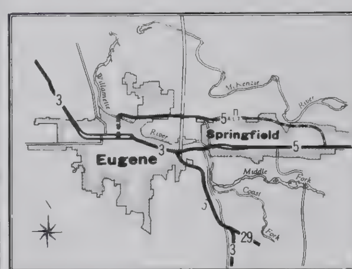
Federal Forest Highways—This system of roadways is composed of such main highways within or near National Forests as have been designated by the Federal Forest Service, the Bureau of Public Roads and the State Highway Commission for improvement with Federal Forest Highway Funds. Construction work financed with these funds is contracted and supervised by the Federal Bureau of Public Roads with the State having a voice in the selection of projects, matters of location and standards of construction. For the past few years, Oregon has received approximately $4,500,000 per year of

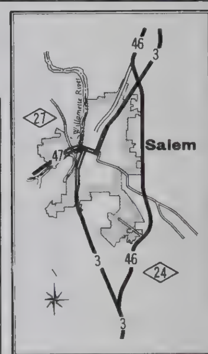




ENLARGED MAPS OF THE WILLAMETTE VALLEY AND METROPOLITAN AREAS







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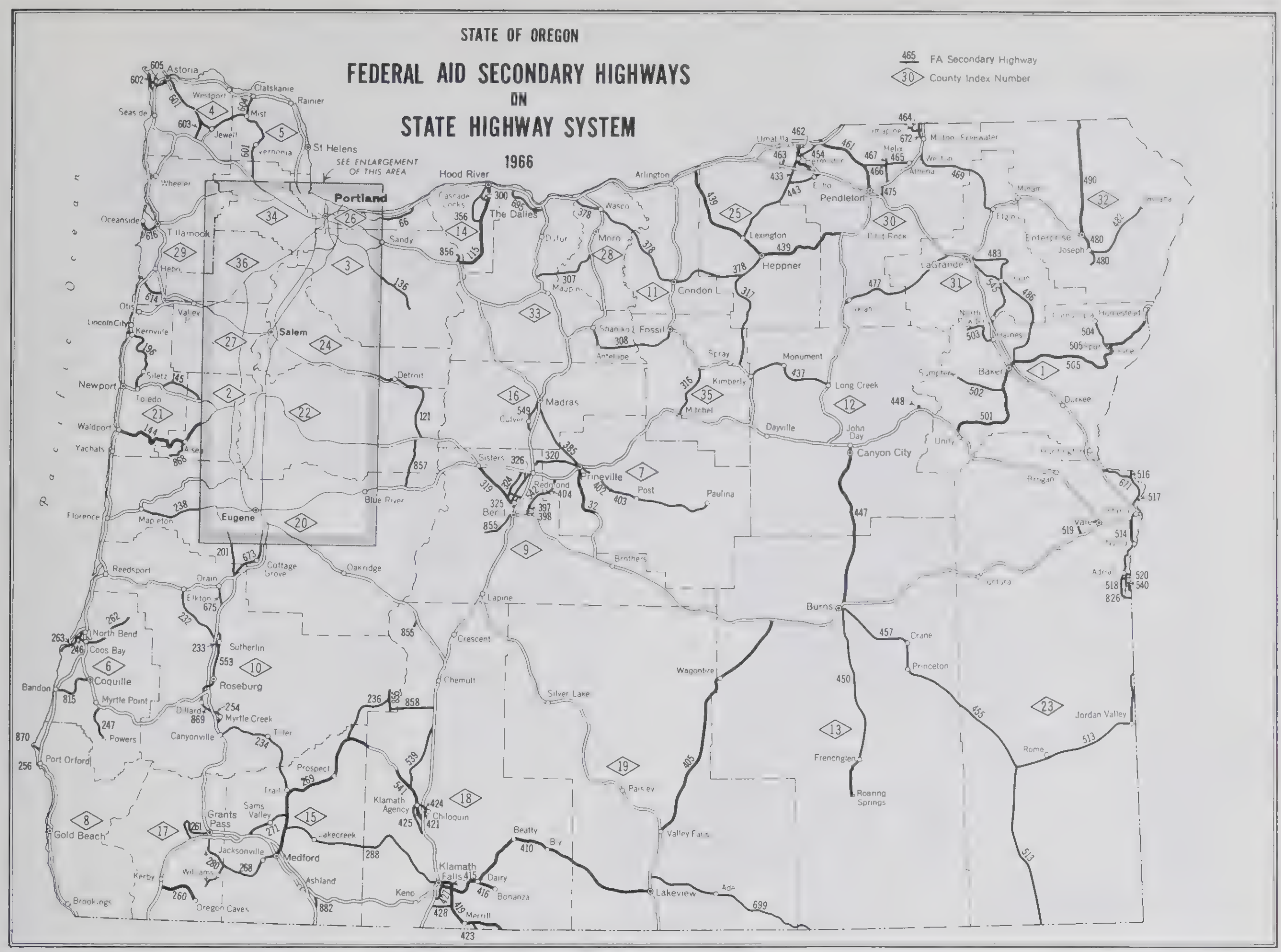
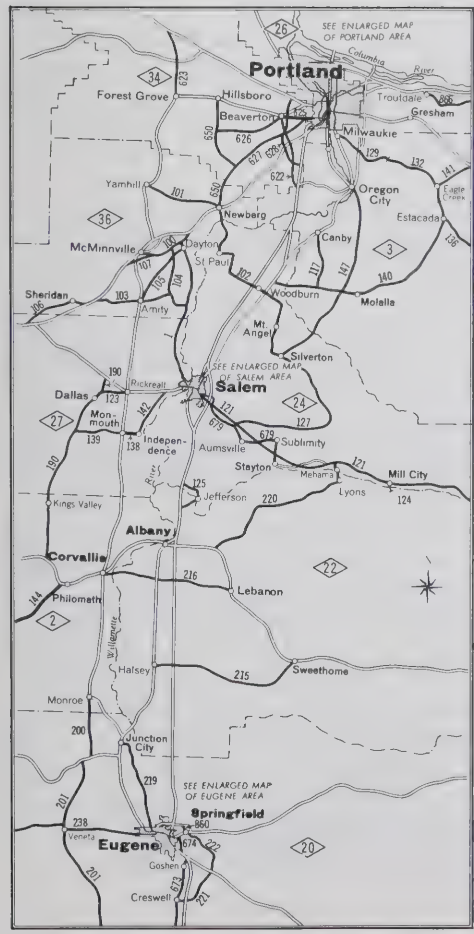
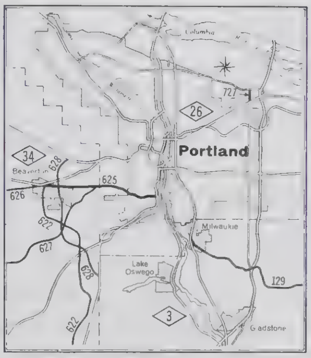
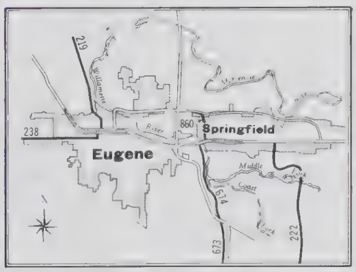
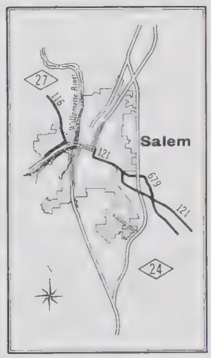


ENLARGED MAPS OF THE WILLAMETTE VALLEY AND METROPOLITAN AREAS



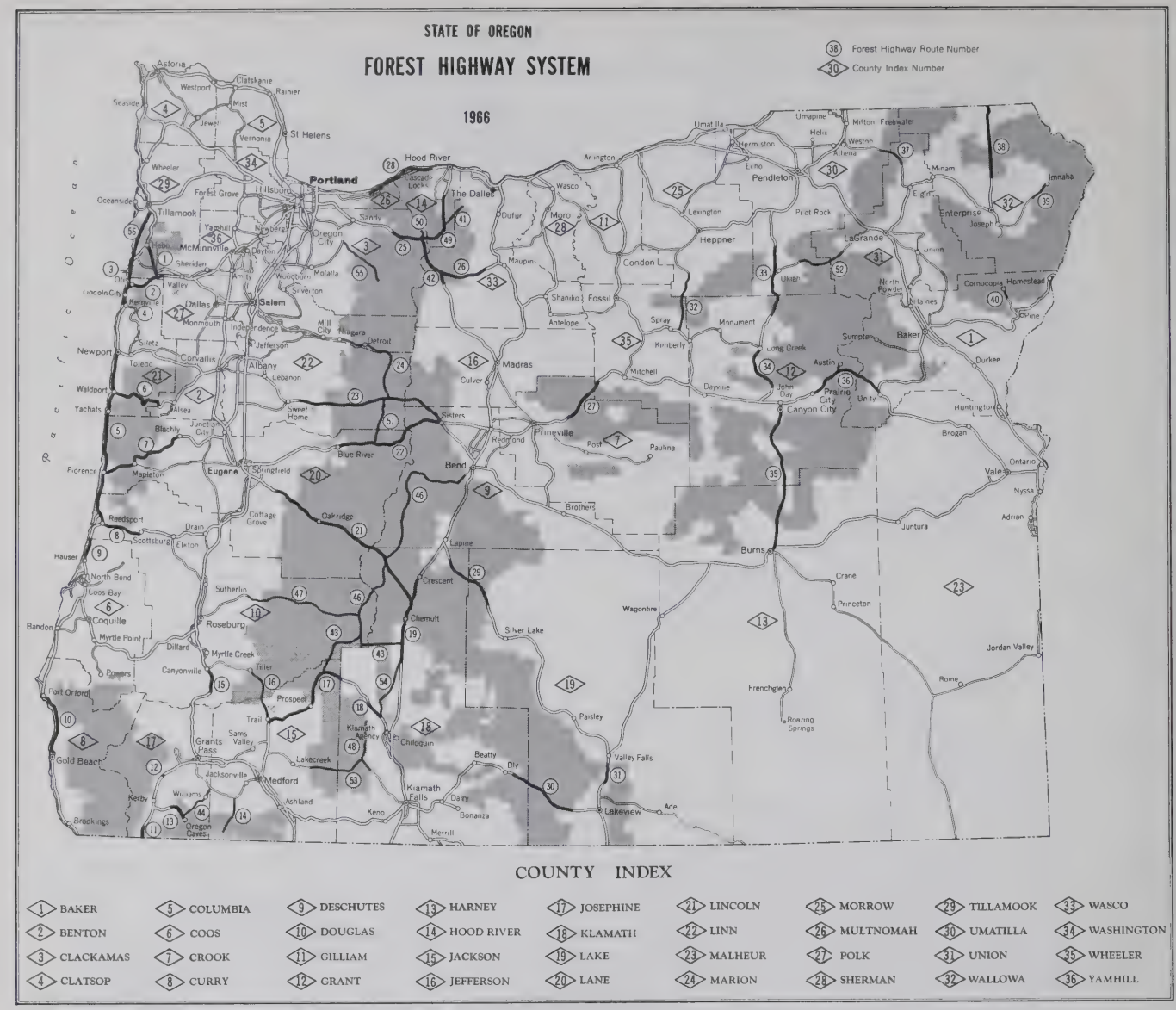






COUNTY INDEX

1 BAKER	7 CROOK	13 HARNEY	19 LAKE	25 MORROW	31 UNION
2 BENTON	8 CURRY	14 HOOD RIVER	20 LANE	26 MULTNOMAH	32 WALLOWA
3 CLACKAMAS	9 DESCHUTES	15 JACKSON	21 LINCOLN	27 POLK	33 WASCO
4 CLATSOP	10 DOUGLAS	16 JEFFERSON	22 LINN	28 SHERMAN	34 WASHINGTON
5 COLUMBIA	11 GILLIAM	17 JOSEPHINE	23 MALHEUR	29 TILLAMOOK	35 WHEELER
6 COOS	12 GRANT	18 KLAMATH	24 MARION	30 UMATILLA	36 YAMHILL



these funds. As portions of the Forest Highway System may be coincident with Interstate, Primary or Secondary Highways they are constructed to the standard of the particular system of which they are a part.

Federal-Aid for Highway Beautification

During the biennium the Federal Congress passed the Highway Beautification Act of 1965. This revision of Sec. 131 of Title 23 U.S.C. is in three parts as follows:

(1) Control of outdoor advertising along Interstate and Primary Highways.

(2) Control of junkyards along Interstate and Primary Highways.

(3) Landscaping and scenic enhancement on the Federal-Aid System.

Oregon received token funds during the biennium in the approximate amount of $85,000 for control of advertising and junkyards. These funds were utilized to make an inventory of signboards and junkyards on the Federal-Aid System. Also, a portion of the funds for junkyard control was utilized in the screening of junkyards by landscape treatment. These funds must be matched on the ratio 75% Federal and 25% State. The Federal law provides for a penalty of 10% of regular Federal-Aid Highway funds if control of advertising and junkyards in accordance with the law is not carried out. Existing Oregon law will need to be expanded or changed to provide the authority and means for fulfilling the requirements of the Federal act.

Funds in the amount of $996,000 became available for landscaping, scenic enhancement and roadside development, including acquisition of strips of land adjacent to rights of way of Federal-Aid Highways. These funds require no matching on the part of the State. This money was all obligated during the biennium and necessary land acquisition and development are proceeding. Projects undertaken to date are establishment of roadside rest areas, acquisition of view points, preservation of natural beauty along highway corridors and landscape treatment for the beautification of entrance to cities.

HIGHWAY INCOME AND EXPENDITURES

Funds that are available to the Highway Commission for construction, maintenance and operation of the highway system, and for the development and operation of the State Parks System, come from the State Highway Fund. This fund, which is held in the State Treasury, is deemed and held as a trust fund, and may be used only for the purposes authorized. The Highway Commission is required, by law, to submit a biennial budget estimate, and must limit expenditures from the highway fund to the budget amount approved by the legislature.

INCOME

Basically, income to the highway fund is derived from two sources; one by state taxation on gasoline, diesel fuel, the licensing of motor vehicles and operators, the assessment of motor carrier fees on commercial vehicles, and revenue from the sale of authorized highway bonds; the other is from Federal sources that make funds available to the various states by means of the federal-aid highway acts that have been enacted by each Congress since 1916. Federal monies are obtained by taxation of gasoline and diesel fuels, tax on tires, tubes and tread rubber, tax on trucks, buses and trailers, and a commercial vehicle use tax. The use of Federal funds is limited to construction or reconstruction. They are used in conjunction with State funds on a matching basis, and their use is supervised and controlled by the Federal Bureau of Public Roads. All states are dependent on these Federal funds to finance new work, and highway construction activity in the United States would be small, indeed, without this source of revenue. Federal funds are made available on a reimbursement basis. The State pays for the construction cost in the first instance and is later reimbursed for those items of cost that the government deems eligible.

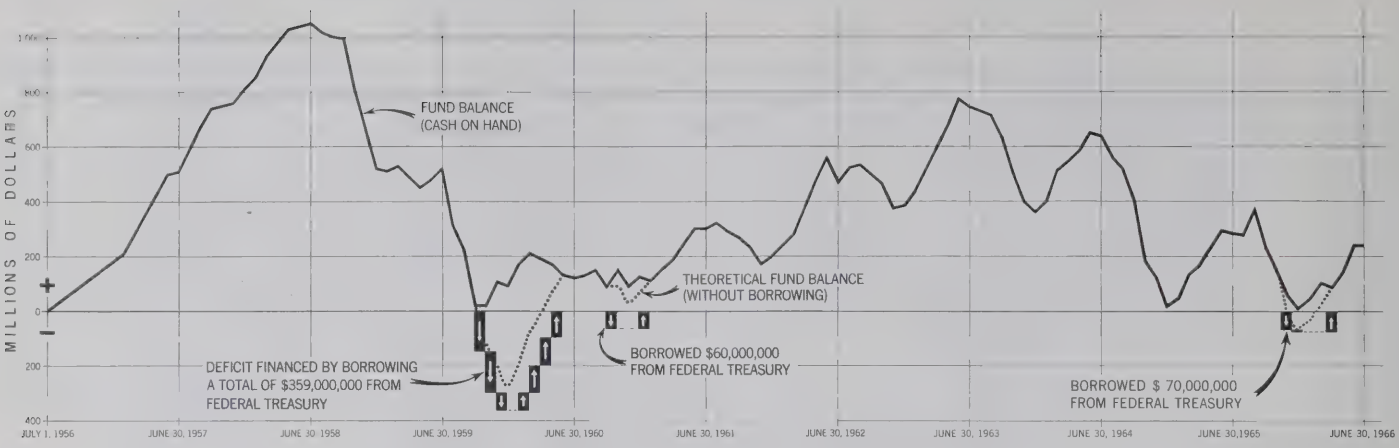
Prior to 1956, Congress provided Federal monies by appropriations from the general fund; but starting in July 1956, they created what is known as the Federal Highway Trust Fund. This fund is composed of the income from Federal taxes on motor fuels, taxes on sales of new trucks, buses and trailers, taxes on tires, inner tubes and tread rubber, and an annual heavy vehicle use tax. Expenditures from this fund are limited to payments to the states for the Federal share of federal-aid highway construction and for general administrative expenses of the

Composition of Federal Highway Trust Fund

Name of Tax	*Present Total Rate*	*Rate Prior to 1956*	*Federal-Aid Program Increase or Decrease*	*Under Present Legislation Total Rate After 10/1/72*	*Per cent to General Fund*	*Per cent to Highway Trust Fund*
Gasoline (per gallon)	4¢	2¢	1¢— 7/1/56 1¢—10/1/59	1½¢		100%
Diesel and Special Fuels (per gallon)	4¢	2¢	1¢— 7/1/56 1¢—10/1/59	1½¢		100%
Lubricating Oil (per gallon)	6¢	6¢		6¢	Prior to 1/1/66 100% Begin 1/1/66 100%	
Automobiles (per cent of manufacturer's sales price)	7%	10%	7%— 5/15/65 6%— 1/ 1/66 7%— 3/15/66 2%— 4/ 1/68 1%— 1/ 1/69	1%	100%	
Trucks, Buses and Trailers① (per cent of manufacturer's sales price)	10%	8%	2%— 7/ 1/56	5%		100%
Parts, Accessories② (per cent of manufacturer's sales price)	8%	8%		5%	Prior to 1/1/66 100% Begin 1/1/66 100%	
Tires (per lb.)	10¢③	5¢	3¢— 7/ 1/56 2¢— 7/ 1/61	5¢		100%
Inner Tubes (per lb.)	10¢④	9¢	1¢— 7/ 1/61	9¢		100%
Tread Rubber (per lb.)	5¢	None	3¢— 7/ 1/56 2¢— 7/ 1/61	None		100%
Motor Vehicle Use Tax⑤ (per 1,000 lbs.)	$3.00	None	$1.50— 7/ 1/56 $1.50— 7/ 1/61	None		100%

① House trailers exempt.
② Tax on truck and bus parts and accessories only after 1/1/66. Tax on auto parts and accessories repealed 1/1/66.
③ The 3¢ and 2¢ increase effective July 1, 1956 and July 1, 1961 applies to tires for highway vehicles only.
④ The 1¢ increase effective July 1, 1961 applies to inner tubes for highway vehicles only.
⑤ Applicable to entire gross weight when vehicle exceeds 26,000 gross weight. Buses in local transit service exempt.

FEDERAL HIGHWAY TRUST FUND



Bureau of Public Roads. It is the responsibility of the Secretary of the Treasury and the Secretary of Commerce to make frequent estimates of the amounts available in this fund; and when it appears that there are insufficient monies in the fund to cover congressional authorizations to the states, to reduce the states' apportionments to a level that the trust fund can finance. This has been accomplished by administrative action on the part of the Bureau of Public Roads by apportioning lesser amounts of Federal monies to the states than was authorized, and by setting up a system of contract controls which limits the amount of federal-aid work that the states can place under contract in any quarter.

The Federal Highway Act of 1956, as amended in subsequent years, has authorized appropriations for a 16-year period in the amount of $42,168,500,000. All states have prepared a new estimate of cost required to complete the system which was submitted to Congress in January 1965. Upon approval of this new estimate by Congress, apportionments for completion of the system will be considered. Revised authorization will be considered after completion of the 1968 Interstate Cost Estimate.

For the fiscal years 1960 through 1966 Interstate Funds were apportioned to the various states in the ratio that the total cost of completing the system in a particular state bears to the total cost of completing the entire system. Beginning with fiscal year 1967 funds will be apportioned in the ratio that the Federal share of the cost of completing the system in a particular state bears to the Federal share of completing the entire system. At the present time, Oregon receives approximately 1.75% of the Interstate appropriations.

Federal funds for noninterstate federal-aid highways, which are commonly referred to as the ABC System, are usually provided every two years by Congress. At present, the national authorization is $1,000,000,000 for each of the fiscal years 1966 and 1967, with Oregon's share being about 1.4% of the total. Federal law provides that 45% of the authorization go on the Primary System, 30% on the Secondary System, and 25% on urban extensions of

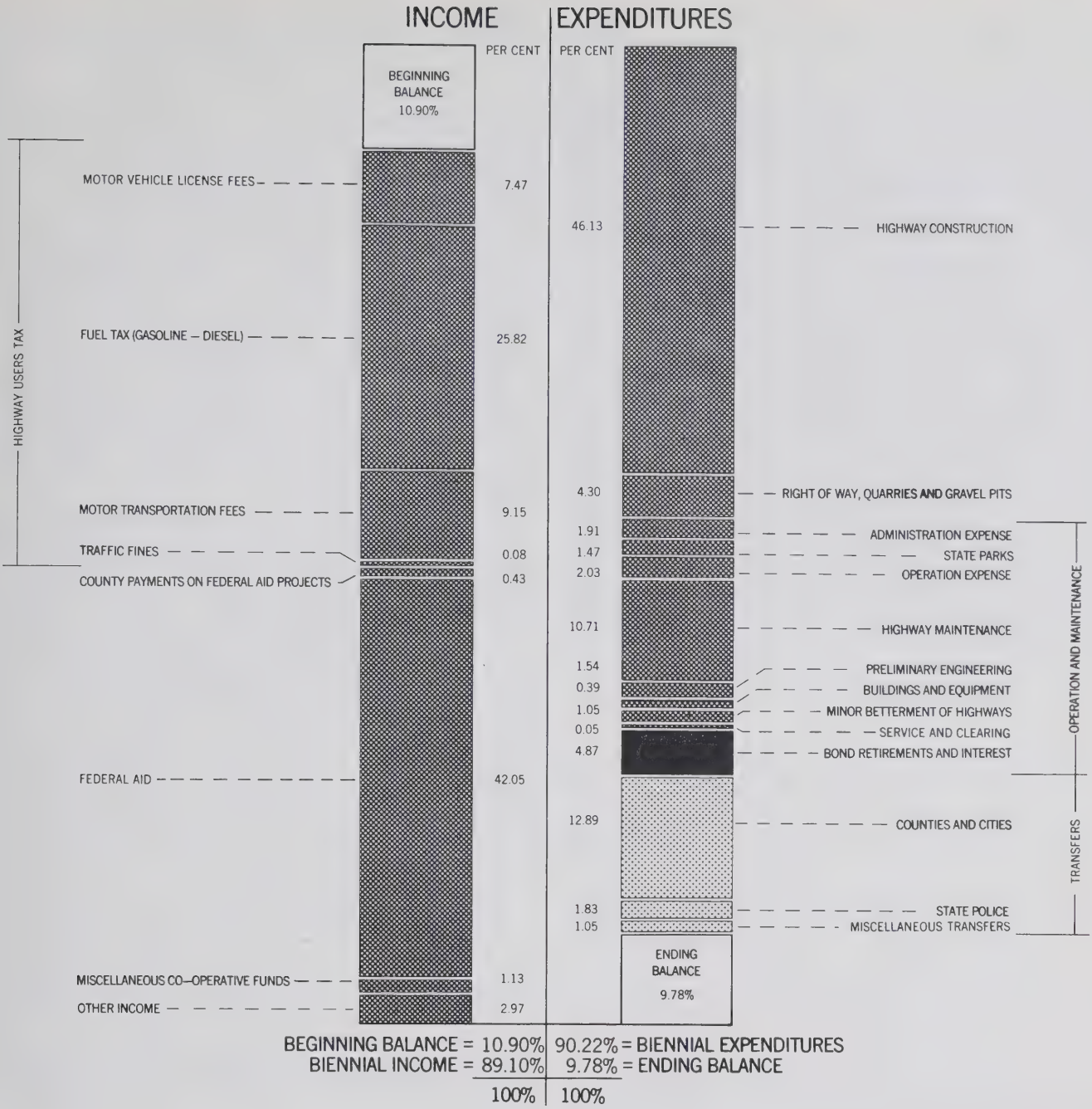
FEDERAL-AID HIGHWAY AUTHORIZATIONS

1956 Act as Amended

(Thousands of Dollars)

Fiscal Year	*National Authorization*			*Oregon's Share*	
	Interstate	*A.B.C.*	*Total*	*Interstate*	*A.B.C.*
1957	$1,000,000	$ 125,000	$1,125,000	$ 13,576	$ 1,862
1958	1,700,000	850,000	2,550,000	23,079	12,663
1959	2,200,000	1,275,000	3,475,000	29,510	18,738
1960	2,500,000	900,000	3,400,000	43,108	13,347
1961	2,000,000	925,000	2,925,000	30,882	12,379
1962	2,200,000	925,000	3,125,000	37,530	12,215
1963	2,400,000	925,000	3,325,000	41,570	12,863
1964	2,600,000	950,000	3,550,000	45,034	13,073
1965	2,700,000	975,000	3,675,000	46,529	13,255
1966	2,800,000	1,000,000	3,800,000	48,498	13,799
1967	3,000,000	1,000,000	4,000,000	52,037	13,796
1968	3,400,000	1,000,000	4,400,000	59,215*	13,889*
1969	3,800,000	1,000,000	4,800,000	66,182*	13,889*
1970	3,600,000*				
1971	3,600,000*				
1972	2,688,500*				

* Approximate amount as exact apportionment has not been announced.



INCOME JULY 1, 1964 TO JUNE 30, 1966 EXPENDITURES

Beginning Balance		$ 41,258,206
Motor Vehicle License Fees	$28,269.506	
Fuel Tax (Gasoline-Diesel)	97,777,347	
Motor Transportation Fees	34,660.590	
Traffic Fines	323,247	
Subtotal (Highway Users Tax)		$161,030,690
County Payments on Federal-Aid Projects		1,619,028
Federal Aid		159,214,805
Miscellaneous Cooperative Funds		4,285,390
Other Income (Detail Table No. 1)		11,249,934
Total Income		$378,658,053

Highway Construction		$174,656,876
Right of Way, Quarries and Gravel Pits		16,285,466
Administration Expense	$ 7,219,533	
State Parks	5,572,564	
Operation Expense	7,689,988	
Highway Maintenance	40,560,655	
Preliminary Engineering	5,846,329	
Buildings and Equipment	1,470,441	
Minor Betterment of Highways	3,965,581	
Service and Clearing	173,111	
Bond Retirements and Interest	18,429,198	
Subtotal (Operation and Maintenance)		$ 90,927,400
Counties and Cities	$48,795,664	
State Police	6,934,820	
Miscellaneous	3,979,446	
Subtotal (Transfers)		$ 59,709,930
Ending Balance		37,078,381
Total Expenditures		$378,658,053

Primary and Secondary Systems within urban areas. Primary funds are apportioned to the various states on the basis of 1/3 on the state's population ratio, 1/3 on the state's area ratio, and 1/3 on the state's post road mileage ratio. Secondary funds are apportioned on the basis of 1/3 on the state's rural population ratio, 1/3 on the state's area ratio, and 1/3 on the state's post road mileage ratio. Urban funds are apportioned on the basis of the state's urban population ratio.

DISBURSEMENTS

The major item of expenditure is highway construction. This expenditure is eligible for Federal Aid, and the State is reimbursed up to the amount of the Federal share. Construction expense includes expenditures for contract work on the Federal Interstate and ABC Systems; Federal Lands and Forest Highways; Beautification Projects; and the State, Bond and City Allotment Construction Projects. Also included in this biennium is $12,400,000 expended for permanent repair of damage to the Highway System during the 1964-65 floods.

The cost of acquiring rights of way, quarries, gravel pits, and other real properties has become a major activity of the department. Complications and difficulties relative to this procedure are increasing as our State grows and develops. The cost of right of way is eligible for Federal aid as long as certain Federal regulations are rigidly followed. It is the practice, at present, to request Federal aid on all Interstate highway right of way; but on ABC System right of way, Federal aid is sought only on the major projects. There are never enough Federal ABC Funds to meet all the demands, and it is felt that the public interest is best served by using these Federal monies for construction purposes and using State funds to acquire the small or modest-sized right of way projects.

Administration expense consists of those costs incurred in the over-all direction and supervision of the State Highway Department. Included are expenses of the State Highway Commission, the Highway Engineer, the Deputy and Assistant State Highway Engineers, the Legal Division, the Commission's Secretary, and administrative functions of the Staff Engineers, Department Heads, and Division Engineers.

State Parks expenditures include the administration, acquisition, development and operation of the State Parks and Recreation Division.

Operation expense represents the cost of operat the Astoria Ferries, expense of truck load inspection and issuance of permits, cost of operating and maintaining the Department and State Police radio systems, cost of conducting planning and traffic surveys, cost of drawbridge operation, and costs incurred in conducting highway research activities.

Highway maintenance expenditures are entirely from state funds, with no Federal participation. The increased cost of this item over the previous biennial period is due mainly to the emergency repair work encountered during the December 1964 and January 1965 flood damage.

Preliminary engineering covers all work necessary to prepare plans and specifications for a highway construction project. Included are reconnaissance, preliminary and location surveys, design of structures, roadbed, surfacing, drainage facilities, preparation of specifications, and other incidental items which may be required prior to actual construction. This item is eligible for Federal aid, which is requested on all Interstate projects and on the larger ABC jobs.

Building and equipment expenditures include costs of construction, betterment and maintenance of shop, sign and maintenance buildings. The expense of acquiring snowplows, trucks, automobiles, shop, radio, parks, office, engineering, laboratory, and blueprint equipment is also included in these costs.

Minor betterments are those items of cost incurred in the installation of traffic signals, reinforcement and repair of pavements, improvement and widening of shoulder areas, and the improvement of bridges and drainage facilities.

At the time bond projects mature, Federal aid may be collected on the principal payment provided Federal monies are available for programming.

DETAIL OF BOND PAYMENTS
July 1, 1964 to June 30, 1966

Date of Issue	*Payment on Principal*	*Payment of Interest*
$15,000,000 Issue October 1, 1951	$ 1,500,000	$ 157,500
$15,000,000 Issue March 1, 1952	1,500,000	176,250
$10,000,000 Issue March 1, 1953	1,000,000	163,750
$32,000,000 Issue September 1, 1953	6,000,000	270,000
$20,600,000 Issue November 1, 1957	2,500,000	928,500
$20,000,000 Issue January 1, 1962	2,000,000	1,093,200
$12,000,000 Issue March 1, 1963	400,000	729,600
	$14,900,000	$ 3,518,800

Total Principal	$14,900,000
Total Interest	3,518,800
Total Service Charge	10,398
	$18,429,198

1964 CHRISTMAS FLOOD

During Christmas week, 1964, the northern half of California, western Nevada, western Idaho and that portion along the Snake River drainage, southern and southeastern Washington, and practically all of Oregon suffered a major flood disaster. As yet, it has not been determined whether the magnitude of the flood was a 100-year, or greater occurrence. Weather records in Oregon have now passed the 100-year mark and the floods in most areas were higher than anything yet experienced.

Meteorologists point out that, in general, storms which strike the State of Oregon and, possibly to a lesser extent, northern California usually originate in the Gulf of Alaska and descend upon the West Coast along the upper air stream. In this specific instance, the mid-Pacific high pressure area separated into a northern and southern influence for a period of several days. The upper air stream patterns changed and carried in a continuing volume of warm, moist marine air. As a result of the breakthrough, a sustained abnormal rise in temperature was experienced over approximately five days from December 19 through December 24.

At the time the storm struck, there was more than a normal snow cover in the Cascade Mountain Range, which bisects Oregon from north to south. Also, at that time there was greater-than-average snow cover at mid-range and on the lower slopes of the Cascades than is normally experienced. In addition to the heavy snow cover, the water content of the snow was somewhat above normal. The rising temperatures and the influx of the large mass of warm, moist marine air resulted in a rainfall of 8.4 inches in the five critical days. This in itself is not an unusual situation in Oregon, but the occurrence, coupled with a frozen ground condition, added to a snow depth of 15 to 20 inches of water content, resulting in maximum flow of rivers in six major basins of the State.

The largest of these is the Willamette River, which discharged approximately 309,000 cubic feet per second at Salem. This is below the actual maximum record discharge for this stream, as over the past two decades a number of flood control storage dams have been constructed in this drainage. By operation of these facilities, it was possible to store a considerable amount of water between December 20 and 23. This storage was then released and fell in behind the peak runoff from the lower basin and from the areas where control is not yet operative. Had this not been the case, flood damage in the Willamette Valley cities of Eugene, Corvallis, Albany, Salem, and Portland would have been much more severe.

The Deschutes River drains the easterly slope of the Cascades and discharges northerly into the Columbia River. The Deschutes is not a river generally subject to floods. It originates from lakes through country of volcanic origin which has a high potential for absorbing flood flow. In its lower reaches, the canyon is narrow and has little habitation along the river bottom. No great damage resulted from runoff of the Deschutes River.

Sections of US 26 (Warm Springs Highway) through the town of Warm Springs were destroyed by the 1964 Christmas week flood.

The third basin is that of the John Day River, which drains a substantial portion of north Central Oregon. The geological formation from which it originates and through which it flows has a great potential for rapid runoff. The peak discharge of this river was 42,000 second-feet, and was the highest on record during the past 100 years.

Another Eastern Oregon basin is that of the Grande Ronde, which drains a portion of north-

The approach span to the Dodge Bridge over the Rogue River on the Sams Valley Highway was washed out by the flood.

eastern Oregon. Considerable flooding and damage was caused by this stream in the La Grande area.

Along the coast, two basins, the Rogue River and the Umpqua River, discharge westerly into the ocean. The Rogue originates in the Cascade Mountains near Crater Lake and flows through the vicinity of Medford and Grants Pass. Flood waters caused considerable damage in this area. In the upper reaches, two major highway bridges and two county road bridges were lost. There are indications that the stream rose over 100 feet at Hellgate, which is downstream from Grants Pass and is in a narrow rocky canyon. From this area to its mouth, there are no heavy concentrations of population and damage was confined to the area of Agness, where some Forest Service bridges and roadbeds were severely damaged. Also, considerable flooding occurred near the mouth of the river.

The Umpqua River is somewhat similar to the Rogue in that it also heads in the Cascade Mountains. The upper reaches are somewhat steeper than the Rogue and faster runoff occurs. Some bridges on the County Road System were lost and considerable damage occurred near the mouth.

Flood debris was left on the deck of the Beckley Bridge near Elkton by the flood waters that overflowed the bridge deck and destroyed the approach.

Upon the first indication of the impending disaster, the State's emergency command organization, consisting of the heads of major State departments, went into action. The Governor directed this function and, with the aid of the various departments, coordinated State services so that the optimum benefit was obtained during this emergency.

The command post is equipped with its own radio, teletype, and telephone system and acted as a clearing house for the release of information, for directing rescue operations, and for affording any State service that was indicated.

Highway information and road condition data were directed to the command post through regular departmental channels. System conditions were posted on a large situation map with changes being indicated as they arrived from the field on an almost continuous basis. Accurate and up-to-date road reports were available at the command post at all times, eliminating much confusion, rumor and misunderstanding.

As soon as it became evident that the Highway System was involved in a major disaster, a letter of intent was addressed to the Bureau of Public Roads on December 22. This officially advised the Bureau of the problem and of Oregon's plan to apply for emergency funds for restoration of roads as soon as an adequate appraisal could be made of the damage. The Bureau responded immediately, defining the eligibility of costs and making them subject to future approval of the program. During this time, the Governor declared an emergency, which defined the disaster areas and in which the Secretary of Commerce concurred. This opened the way for formal action on programs for restoration and repair throughout the State.

The storm occurred at an extremely awkward time as the Highway System was loaded with Christmas holiday travelers who soon became stranded. On the night of December 22, all major transmountain roads were impassable. Within two days' time, one road was back in operation and at the end of a week three were in operation. At the end of two weeks it was possible to have five routes in service, but the remaining two required four and six weeks, respectively. On some highways, stretches as long as a mile were completely obliterated; and due to the intermittency of the damage, new problems were encountered relative to getting equipment to all portions of the routes so that all areas could be worked simultaneously.

While the transmountain passes were the hardest hit, damage throughout the entire State was general and severe. At one time the situation map indicated more than 200 closures which required attention. These ranged from minor repairs to major restora-

Raging flood waters of Salt Creek in Lane County destroyed large sections of the Willamette Highway (ORE 58), including several bridges.

tion work. As soon as the magnitude of the disaster became clear, it was evident that State forces and equipment were not sufficient to cope with the situation. Instructions were immediately issued to the various divisions throughout the State to contact local contractors and equipment owners with the proposal to engage their equipment for emergency repairs and make quick restoration of highway facilities. Division Engineers and District Maintenance Superintendents were authorized to hire any and all equipment needed, by negotiation. The State-contractor relationship during this emergency was excellent and it was possible to rent equipment in sufficient quantities at rates that had been previously approved between the State and the Oregon-Columbia Chapter of the Associated General Contractors of America.

The initial phase was for emergency repair and restoration work, which was defined to be two-way traffic at a reasonable speed with safety. When the emergency phase was completed, all further work for the permanent restoration had to follow regular formal federal-aid programming procedures. By December 28, an extremely rough estimate of damage was furnished to the Bureau; by January 15, more detailed and realistic estimates had been made. These proved that the original appraisal of the situation was low. We found it difficult to arrive at damage occurring to the County Road Systems. Oregon has 36 counties and the task of assembling estimates on individual systems and on a uniform basis was extremely perplexing. There are 7,600 miles on the State Highway System and approximately 4,500 miles on the Federal-aid Secondary System that is part of the county road network. By January 17, the Department had received enough preliminary field information to start writing programs which covered the emergency and permanent restoration work.

During the latter part of January, another storm of intense severity hit the State. This damage did not cover as wide an area as the first but did inflict approximately $4 million in additional damage to the Federal-aid System. Again, emergency procedures were invoked and a declaration of intent was made to the Bureau of Public Roads. The Governor declared a second emergency and the Secretary of Commerce concurred. The damage of this second storm was so intermingled with the first that the Federal Government elected to consider the two disasters as one as far as programming and repair purposes were concerned. This brought our estimate of damage to the Federal-Aid System to approximately $33.4 million. The Bureau of Public Roads accepted direct responsibility for repairs of several sections of the Forest Highway System. The damage bill of over $33 million created a serious financing problem. About half of the damage occurred on the Forest Highway System, which is eligible for 100% Federal reimbursement.

On that portion of the Federal-Aid System outside the Forest Highway network, regular ABC percentage rates prevailed. This means that the Federal Government will eventually pick up the cost for $26 million; the State, $6.5 million; and the counties, approximately $900,000. Due to previous recent disasters in Montana and Alaska, the Emergency Relief Fund was quite depleted for the current fiscal year. This has resulted in $4 million worth of work being programmed at full pro rata share. The rest was programmed with a token Federal percentage of five, the result being that the State had to finance a major portion of the repair work until such time as Congress appropriated necessary financing.

When the rapidly melting snow filled Spanish Hollow Canyon, roaring waters washed out the highway, several bridges, railroad and utility lines. The Columbia River Highway (I-80N) and the Sherman Highway (US 97) meet at Biggs Junction.

Oregon's counties were particularly hard hit financially. It is estimated the cost to recondition those county roads that are outside of the Federal-Aid System will require some $11 million. Because of this, the Oregon Legislature authorized the Highway Commission to establish a $5 million loan fund from which counties could borrow, with a 5-year repayment provision. No interest is charged on the loans. This was to assist counties for those segments of their network which were not eligible for Federal emergency road funds so they could repair their road systems pending application for and receipt of financing through Public Law 875. Also, as an assistance to counties on the repair of Federal-aid Secondary Roads, the Highway Commission, in addition to handling details and necessary programming procedures, provided each county with 50% of the required matching funds. This was at no cost to the counties and was an outright grant that does not have to be repaid. Also, the Department's Secondary Road Section kept close contact with the State's 36 counties in an effort to offer any assistance possible in arranging for all types of financing that was available.

Additional flood information is included in the various departmental reports which follow.

LEGAL AND RIGHT OF WAY DIVISION

The Legal and Right of Way Division, under the supervision of the Chief Counsel, consists of the staff of attorneys who provide the legal services for the Department, and the staff of engineers, appraisers, negotiators and allied personnel who provide the services necessary for acquisition and management of real property required in connection with the operation of the Highway Department.

Under the combined Legal and Right of Way Division, real property in the total sum of $15,101,583 was acquired during the biennium, consisting of 2,089 separate property transactions. Although the dollar values of land costs were considerably down from the 24½ million of the previous biennium, the number of transactions indicates a slight increase. This may be explained in that much of the right of way activity during the previous period was centered in urban areas of high-valued commercial and industrial land; whereas the present period saw more activity in rural areas of lesser valued property.

Right of way acquisition costs amounted to approximately 8% of the highway construction program. The following table shows the amount expended for the several major categories of rights of way:

LEGAL AND RIGHT OF WAY DIVISION
PROPERTY ACQUISITIONS FISCAL YEARS 1965-1966

	Totals	
Purpose	*No. Files*	*Consideration*
Right of Way	1,903	$13,831,000
Quarry	34	61,353
Stockpile Site	9	2,829
Maintenance Site	10	78,751
Park	95	864,679
Miscellaneous	38	262,971
Total	2,089	$15,101,583

RIGHT OF WAY SECTION

Under the supervision of the Right of Way Engineer, this section operates a staff of highly trained and specialized personnel to provide the services needed for acquisition of land necessary to carry out the Highway Department's program. Liaison agents are assigned to each highway project for consultation with engineering forces engaged in location surveys. These agents help provide a better understanding of the impact of highway improvement upon properties that may be affected by the proposed highway location. Appraisers, experienced in the appraisal of all but the most highly specialized uses of land, as well as the difficult problem of assessing the damages in partial takings, appraise every acquisition prior to negotiation. In order to acquire needed land by negotiation, trained Right of Way Agents contact each property owner. The Property Management Section is organized to manage the property acquired until it is actually put to use. This section also disposes of all excess properties, as well as lands no longer needed for public purposes. Agents skilled in providing relocation assistance to displaced persons are also on the staff.

Right of way acquisition and building demolition are preliminary steps in construction of this section of the Stadium Freeway in Portland (I-405).

The actual purchase of property proceeds under a Manual of Policies and Procedures which requires that an appraisal of each property be made prior to commencement of negotiations. This appraisal helps determine the fair market value of the property and the damages or benefits, if any, to the remaining property. Whenever possible, direct personal contact is made with the owner of each property. Each owner is given a written option agreement which contains the terms and conditions of the purchase, as well as the State's determination of the compensation to be paid. A pamphlet is furnished each owner, explaining the process of right of way acquisition, and the rights extended in each instance as to relocation assistance, reimbursement for moving expense, and what may be expected in the way of eminent domain procedure in the event the owner and the State cannot agree on a fair purchase price

for the property involved. Most of the needed properties are acquired through use of the above procedures.

If an agreement cannot be reached with the owner as to the compensation to be paid for his property, the Right of Way Section is required to prepare a recommendation of condemnation, which is submitted to the Legal Section for further handling. The Commission must thereupon, by resolution, declare it necessary to take the property for public use and authorize the Chief Counsel to file appropriate legal proceedings. These proceedings are filed in the Circuit Court for the county where the property is located. Service of summons is made upon all parties having an interest in the land, and the matter progresses as in similar legal proceedings. If immediate possession is to be taken by the state for a public purpose, a deposit is made into court for the use and benefit of the property owner.

During the past biennium it became necessary to file condemnation complaints in 429 cases. Although it is impossible to correlate the exact number of condemnations to the total acquisitions during a biennial period, this amounts to approximately 20%. Of those filed, many are settled without resort to an actual trial. For the biennium, the Legal Section tried 170 condemnation cases and settled 239 such cases.

The following table indicates the number of condemnation cases tried to acquire property for highway and park purposes and the monies involved:

Number of condemnation cases tried	170
Amounts of offer	$2,482,919
Demands of owner	5,665,080
Verdicts of jury	3,144,773
Attorneys' fees allowed by court to owner	237,644

It is interesting to note that the above results in condemnation compare favorably with the average of all other states. The Bureau of Public Roads in 1965 issued a National Summary of Statistical Land Acquisition Data furnished by state highway departments. The data released indicates that the percentage of increase of verdict over the states' offer was 35%. In Oregon, this percentage of increase is approximately 25%.

Considering the total appraised value of all properties acquired with the total price paid (negotiated purchases, settlements and jury verdicts in condemnation), we find that all properties acquired during the biennium were obtained at a cost which exceeded appraisal by only 4%.

The above-mentioned statistical data of all the states reported by the Bureau of Public Roads indicates that the total cost of properties acquired by purchase and condemnation was also 4% in excess of the states' appraised value. Note should also be taken of the increase in attorney fees allowed: 1960-62, $95,040; 1962-64, $196,709, as compared with $237,644 for the present biennium.

Every effort is made to develop a staff of appraisers, through attendance at professional appraisal seminars, in-service training programs, and on-the-job experience, to provide the appraisal services required by the Department. Efficiency in scheduling projects and acquiring rights of way is one of the major objectives in building an experienced appraisal staff. Economy in cost is another major factor.

Use of independent fee appraisers often creates a problem in scheduling projects. Oftentimes the independent fee appraiser cannot give the preference to State appraisal work that our schedule requires. This can and does lead to delays in acquisition of rights of way and subsequent highway construction programs. However, fee appraisers are experts in their field and, especially in contested condemnation actions, are invaluable in presenting proper and expert evidence as to values before the jury. A combination of fee appraiser and staff appraiser under such circumstances is considered to be the most effective and convincing evidence of value. During the biennium, independent real property appraisers' services, including recompense for testifying in court, totaled $197,057.80. Special appraisals, such as signs, trade equipment and building construction, were obtained in the amount of $57,718.24.

During this biennium, Property Management continued to function in an important capacity. Rental and lease of lands and buildings during interim periods—after purchase and prior to being utilized for highway construction—provide a considerable income. Sales of buildings and of equipment affixed to land purchased bring about a healthy reduction in the cost of such land when systematic and imaginative methods are applied to its disposition. Proper management of the many millions of board feet of timber on land in parks and right of way by a professional forester employed on the staff has also brought considerable revenue. The following

The Federal Highway Beautification Act of 1965 will eliminate or screen junkyards along the nation's highways.

schedule is an indication of the management practices and shows an 8.84% return to the Highway Fund on properties acquired:

Rentals and leases of lands and buildings	$ 525,409.61
Sales of buildings and equipment	224,282.41
Sale of land	213,992.76
Sale of timber	366,955.93
Interdepartmental sales	5,041.74
Total	$1,335,682.45

Acquisitions in the last two years have caused the displacement of 485 families and 159 businesses. $168,667 has been paid as moving costs for those displaced. Relocation advisory assistance during this period was requested by a very limited number of people, and these families were assisted in finding suitable replacement property.

LEGAL SECTION

The Chief Counsel and his staff provide essentially all legal services for the Commission and the departmental staff. These services range from day-to-day consultation to representation of any or all of the aforementioned parties in State courts or various courts in the Federal Judicial System. In one instance during the past biennium, staff attorneys were called upon to represent the Department in the Federal District Court, through the Circuit Court of Appeals to the United States Supreme Court, with a result favorable to the State.

The Legal Section performs many duties in addition to prosecuting condemnation actions, including defending the Commission and Department officials in all actions brought in the nature of inverse condemnation, contractors' claims and torts of employees while acting within the scope of their employment, recovering for damages to State's property, injunction suits, and, in fact, virtually all fields of law. During the biennium, appearances were made in 52 cases other than condemnation, as well as prosecuting appeals as appellant or defendant in 15 cases. There has been collected $140,488 in claims against persons who have damaged Department equipment or property. Most of these claims are in small amounts. To collect a total in the sum indicated is a full-time job for one attorney; requiring, as it does, investigating, correspondence and handling in each instance comparable to a large claim.

In addition to the above, the Legal Section makes appearances before various administrative agencies, the most frequent being the Public Utilities Commission. Here all matters involving railroad and highway crossings and encroachments are determined. Research, opinions and legislation are also of major import.

Unemployment Compensation hearings	13
Civil Service Commission hearings	2
Construction contracts reviewed	403
Miscellaneous agreements examined & reviewed	274
Agreements prepared (does not include options, deeds, etc.)	111
Indentures and grants of access prepared	125
Condemnation resolutions prepared	1,206
Miscellaneous resolutions prepared	13
Opinions prepared	125
Decisions and notices to utilities concerning moving the same	349

The following table indicates the court activity of the legal staff:

Court	*Pending July 1964*	*Commenced*	*Cases Tried*	*Settled*	*Pending 6-30-66*
District Court of the United States for the District of Oregon	2	4	1	2	3
State Supreme Court	4	15	6	8	5
Circuit Courts of the State of Oregon	182	484	217	256	193
District Courts of the State of Oregon	0	10	5	2	3
Totals	188	513	229	268	204

The following table indicates the legal staff's activities in the above matters:

Condemnation cases tried	170
Condemnation cases filed and settled	239
Contractor's claims (construction contracts) tried	9
Contractor's claims (construction contracts) filed and settled	5
Cases appealed during period (State is respondent or appellant)	15
Miscellaneous cases other than above, tried during period	36
Public Utility Commissioner proceedings, petitions, answers	66

Appearances were made in proceedings before the Unemployment Compensation Hearing and Appeal Officers to contest allowance of compensation to Department employees whose employment had been severed in instances where it was considered such benefit was not proper under the law. Appeals to the Civil Service Commission by departmental employees from disciplinary action, or other employment practices, require appearances before that Board by members of the legal staff.

Legal counsel is furnished for the Scenic Area Board in connection with its activities in declaring scenic areas along highways where outdoor advertising is to be limited. Attendance at hearings, preparation and checking of orders, research, and other such activities have required in excess of 200 man-hours during the biennium.

Providing title information for, reviewing and preparation of the necessary legal opinions on each purchase of real property is a vital service performed by the legal staff. Drafting instruments and guiding the closing of such transactions is also a function of the legal staff. Two attorneys are designated to work full time in carrying out this responsibility.

CONSTRUCTION DIVISION

The Construction Division is charged with the planning, location, preliminary design, and supervision of all highway construction within the State, with the exception of detailed design and construction of bridges. This division is administered by the Construction Engineer, with the aid of three Assistant Construction Engineers.

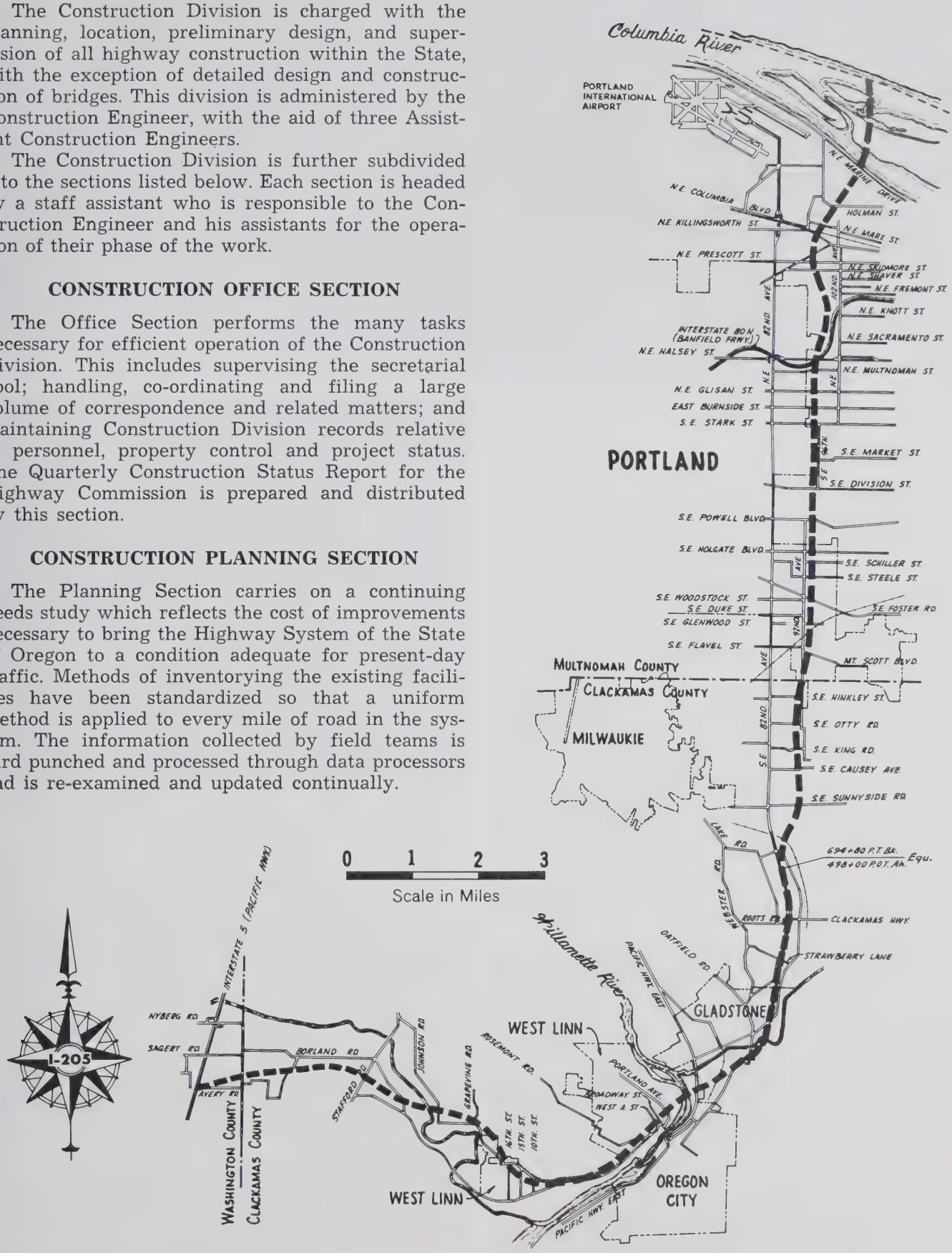
The Construction Division is further subdivided into the sections listed below. Each section is headed by a staff assistant who is responsible to the Construction Engineer and his assistants for the operation of their phase of the work.

CONSTRUCTION OFFICE SECTION

The Office Section performs the many tasks necessary for efficient operation of the Construction Division. This includes supervising the secretarial pool; handling, co-ordinating and filing a large volume of correspondence and related matters; and maintaining Construction Division records relative to personnel, property control and project status. The Quarterly Construction Status Report for the Highway Commission is prepared and distributed by this section.

CONSTRUCTION PLANNING SECTION

The Planning Section carries on a continuing needs study which reflects the cost of improvements necessary to bring the Highway System of the State of Oregon to a condition adequate for present-day traffic. Methods of inventorying the existing facilities have been standardized so that a uniform method is applied to every mile of road in the system. The information collected by field teams is card punched and processed through data processors and is re-examined and updated continually.



I-205 East Portland Freeway location.

This section is also involved in special studies of highway location to determine route locations which will best serve the traveling public, nearby communities, and families living in the area; and in addition will be suitable for over-all integration into a long-range construction plan.

Liaison work with the Coast and Geodetic Survey, with respect to grid control and bench level networks, is a responsibility of this section.

PRELIMINARY STUDIES SECTION

The Preliminary Studies Section is responsible for the study of reconnaissance lines and the preparation of reconnaissance reports, analyses, estimates, maps, and profiles. The assembly, investigation and study of hydrological data for use in determining locations, sizes and types of drainage facilities is a function of this section. Assignments also include reviewing various engineering and technical publications for the purpose of recommending changes in current location and construction practices.

LOCATION SECTION

The Location Section, under the direction of the Chief Locating Engineer, is responsible for initiating, supervising and completing highway locations in all rural areas of the State. Upon preparation of final contracting plans by the Office Engineering Division, it is the duty of the Location Section to conduct jointly with a Bureau of Public Roads Area Engineer a "plans in hand" inspection of projects prior to advertising for bids.

The Chief Locating Engineer also supervises the work of three subsections, the Programming Unit, the Photogrammetry Unit, and the Rural Design Unit:

The Programming Unit is responsible for maintaining records necessary for all Commission construction programs. This unit processes all survey authorizations submitted by the division offices and prepares an accompanying prospectus. Sufficient files and records are kept to advise the administration on the progress of any survey or project underway.

The Photogrammetry Unit prepares maps and mosaics compiled from aerial photography as necessary to process highway location and design. Precision equipment for mapping, field control surveys and aerial photography are required for these photogrammetric processes. The series of county and city maps produced and revised by this section are used in early planning and reconnaissance investigations, as well as for distribution to the public.

The Rural Design Unit is responsible for final examination of rural location plans, checking specifically the slopes, adequacy of right of way, drainage, surfacing depths, and design and geological stability. In addition, this unit prepares many plans and estimates on a projected basis for future construction projects.

URBAN DESIGN SECTION

The Urban Design Section is responsible for route selection, design, preparation of final layout plans in all urban areas, and for all interchanges and traffic channelization designs in rural areas. These duties include study of existing origin-destination surveys as supplied by the Traffic Division, the study of congestion in the area to be served, the operation and design of facilities to eliminate such congestion, the preparation of reports, and the assembly of data for hearings necessary to implement these plans. Preliminary plans for route selection through urban areas usually are prepared from photogrammetric maps compiled from aerial photographs. Generally, no field work is necessary until the final layout plan has been selected and after proper hearings are held and agreements reached with the local government involved.

Columbia River Highway (I-80N), Hood River Bypass, along the south shore of the Columbia River.

LANDSCAPE SECTION

The Landscape Section is responsible for the design and technical inspection of all plantings on highway right of way, landscaping around Highway Department buildings, planning and supervision of roadside rest areas, placement of historic markers, and studying various elements of the highway system so that maximum attractiveness is achieved.

Special studies are made of the use of functional plantings for screening and erosion control; studies are also made of planting methods under difficult conditions.

The Landscape Section furnishes technical inspection on construction of landscaping projects, including the quality of plants, their placement, the preparation of the ground and the planting operation. Also, the technical assistance of an agronomist is available to determine the location and scope of necessary erosion control work.

Incense Cedar planted as a screen along the right of way on Interstate 5 in Roseburg reduces the noise level of traffic passing the Veterans Hospital.

The enactment of the Federal Highway Beautification Act of 1965 has increased the activities of the Landscape Section manifold. A State survey is underway covering a ten-year program for the acquisition and development of scenic strips, including construction of rest areas and proposed roadside development of highways in the federal-aid system.

UTILITIES LIAISON SECTION

The Utilities Liaison Section is responsible for necessary liaison work to secure removal and readjustment of public utility facilities which must be moved or adjusted to provide for new highway construction.

Many of the present-day utility services, such as coaxial cable and long-line petroleum product transmission pipes, cannot be readily adjusted. In some instances, special equipment or special materials are required which can be secured only by special order. The services of this section are therefore necessary to maintain close contact with utilities from the time the first contact is made during the location stage of the project, through the design, contracting of the project, and until all utility adjustments have been completed.

RIGHT OF WAY DESCRIPTIONS SECTION

The Right of Way Descriptions Section has the responsibility of preparing legal descriptions for all highway right of way acquisitions, including stockpile sites, material sources, and State parks. This section also prepares and maintains the necessary ownership maps of highway right of way acquisitions and files the record maps and descriptions with the counties involved, as required by law.

SOILS SECTION

The Soils Section has the responsibility of advising design and construction groups on matters concerning soil conditions, stability, landslide control, proper cut and fill slope design, drainage and counterbalances. All surfacing depths and designs are established by this section. They also advise and assist in the prospecting of present and future rock and gravel sources and in the location of water wells for rest areas, parks and landscaping facilities.

COST ANALYSIS SECTION

The Cost Analysis Section advises all segments of the Highway Department as to the probable cost of work to be undertaken. This section carries on a constant spot checking of contracts in progress to determine actual contractor cost of work being done. They also establish the estimate prices to be used in submitting plans, specifications and estimates to the Bureau of Public Roads prior to advertising for bids.

CONSTRUCTION TESTING SECTION

The Construction Testing Section is charged with coordinating field control testing and proper documentation on all construction projects so that statewide uniformity is obtained. Duties include the training and certification of Inspectors, Resident Engineers and other personnel in proper sampling and testing procedures and in recording and documentation of the quality, quantity and workmanship obtained on construction projects. State-wide inspections are made to determine if field control testing is being properly carried out.

This section also works in close contact with the Materials Engineer in the reviewing of field job control tests and materials reports to insure that minimum requirements have been met as set forth by the Bureau of Public Roads for final acceptance of federal-aid projects.

BRIDGE DIVISION

The Bridge Engineering Division is responsible for the design and construction engineering on all highway bridges; grade separation structures; retaining walls; and office, equipment, park and maintenance buildings.

Within this division, the Design Section prepares the final contract plans prior to receiving bids for contract awards. Data is gathered in the field on soil and foundation conditions at the proposed structure site. With this information, along with other design features, a structure is so designed that it will carry the required load and add aesthetic value to the surrounding area.

The Field Construction Engineering Unit supervises all contract activities. The contractor's progress is inspected continually by Resident Engineers to see that the structure is constructed within the specified limits of the contract plans and specifications. A detailed record of all work performed is kept by the engineer's crew so that monthly progress payments may be made to the prime contractor. In addition to supervision of contract activities, the field crews gather soil and foundation data for the Design Section.

Due to special problems encountered in bridge design, the Bridge Division gives technical assistance to counties and cities on design of bridges under their jurisdiction. This assistance may include conferences with local officials to discuss problems in bridge construction and the actual design, including final plans and specifications ready for receiving of bids. Field engineering, supervision and inspection services are available at cost to local government agencies on contracts awarded by them.

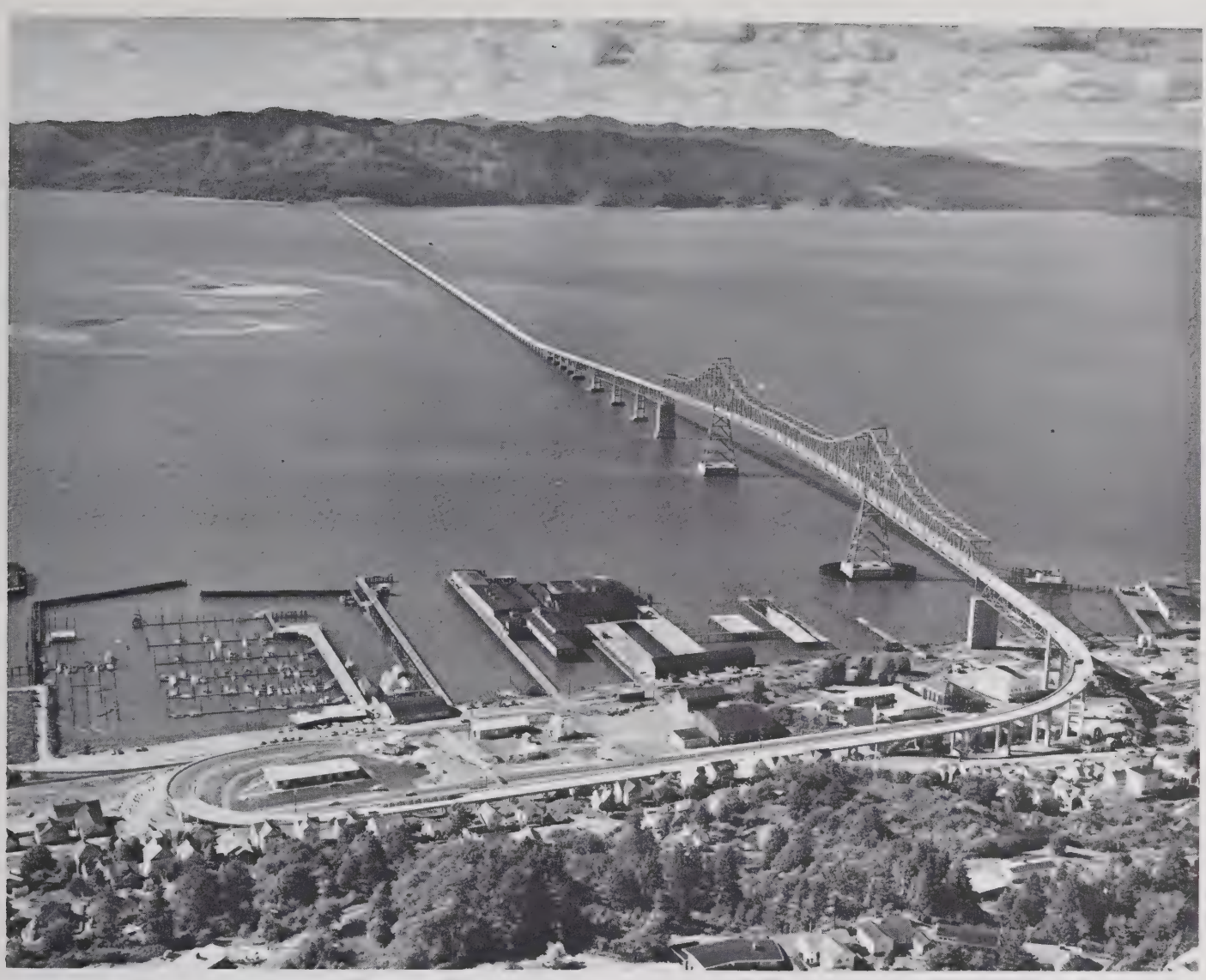
Pouring of concrete curbs and rails is one of the last construction steps before opening the four-mile Astoria Bridge.

The West Marquam Interchange joins Interstate 5 (Pacific Freeway) with the Stadium Freeway (I-405) in Portland.

Major work under Bridge Division supervision totaling $35,000,000 in the Portland Metropolitan area freeway system consisted of structures, incidental grading, paving and signing on the S.W. Broadway-Ross Island Bridge Section of the Pacific Highway (Interstate 5) and Stadium Freeway (Interstate 405). Also contracted was the main river superstructure of the Marquam Bridge over the Willamette River; structures, grading, paving and signing for the West Marquam Interchange (Interstate 5); the East Marquam Interchange structures on the Pacific Highway (Interstate 5); structures, grading and paving on the N.W. Johnson-S.W. Montgomery Section of the Stadium Freeway (Interstate 405) and Sunset Highway; and a contract for the Vista Ridge Tunnel Section of the Sunset Highway. Construction under the newly awarded contracts is progressing in a satisfactory manner with completion of the work on the East Marquam Interchange forecast for the late fall of 1966, the Stadium Freeway work scheduled for completion in the fall of 1968, and the Sunset Tunnel work scheduled for completion in the fall of 1967.

Preliminary planning is underway for the many structures involved in the construction of the East Portland Freeway (Interstate 205). The route will require some 50 grade separations, one major interchange at the Banfield Freeway, a major crossing of the Willamette River in the vicinity of Oregon City, and a major crossing of the Columbia River in the vicinity of Government Island near Portland.

Construction on the largest and most expensive



Aerial view of the Astoria Bridge shows the toll facility and approach ramp at Astoria. The main ship channel of the Columbia River passes under the structural steel span.

structure in the State, the crossing of the Columbia River between Astoria, Oregon and Point Ellice, Washington, progressed very well during the biennium. All pier work is completed, the steel spans are in place and completely decked, and the Desdemona Sands Viaduct and Astoria Approach sections are essentially completed. Present plans are that the bridge will be opened to traffic in early August 1966. Work remaining to complete the entire structure consists of completing curbs and parapet rail, stream bed rip-rapping and final coat of paint for the steel superstructure.

The unusual floods of the 1964-65 winter season caused considerable damage to many stream crossings on the State Highway System. Twenty-four structures were repaired or replaced under contract from designs prepared by the Bridge Division at an estimated cost of $4,000,000. This does not include minor repairs to many other structures which were performed by the Maintenance Division. The contract work to repair flood damage was essentially completed during this biennial period.

The 1964 flood did considerable damage to county roads as well as our State highways. The Doty Road Bridge over Eagle Creek at Bonnie Lure Park was ruined.

MAINTENANCE DIVISION

The Maintenance Division, largest in the Highway Department, has approximately 1,800 employees. The Division's administrative duties involve bridges, ferries, equipment (both purchase and repair), landscaping, rest areas, radio communications system, teletype system, striping, signing, signals, illumination, and general roadway maintenance.

The administrative staff is comprised of the Maintenance Engineer and such specialized assistants as are necessary to handle the varied duties outlined above.

The headquarters office provides many services in addition to administering the maintenance program. The most important of these services is securing from the field reporting stations by teletype the state-wide road and weather conditions which are issued twice daily to the press, radio, and Weather Bureau.

The State is divided into five geographical areas, each of which is under the supervision of a Division Engineer. These five divisions, in turn, are divided into a total of 16 maintenance districts, each supervised by a district maintenance superintendent. Each district is further divided to provide for a total of 129 section crews throughout the State of Oregon. These are the actual crews which are responsible for the day-to-day routine maintenance of the State highways, as well as for the upgrading of some highways to adequate standards.

The section crews are also assisted by various extra gang crews which provide for landscaping, bridge maintenance, pavement patching and oiling, signing, striping, traffic signal maintenance, highway illumination maintenance, erosion control, and maintenance of the communications system. The tabulation below indicates the number of crews which provide the above maintenance on the State Highway System:

HIGHWAY MAINTENANCE CREWS

Section Maintenance Crews	129
Sign Maintenance Crews	18
Bridge Maintenance Crews	16
Paving Crews	10
Roadway Crews (Shovel)	9
Electrical Crews	9
Traffic Line Crews	7
Landscape Crews	7
Pavement Burner Crews	4
Oiling Crews	2
Erosion Control Crews	2
Radio Crews	1
Total	214

The total number of employees in the Maintenance Division has actually decreased during the last 10 years—in the face of a 2% annual increase in the number of lane-miles to be maintained and a 6.8% annual increase in the yearly vehicle miles traveled. This has been possible through the use of better machinery and the institution of better management practices.

Although the number of employees has actually been reduced over the past 10 years, the total expenditures for maintenance have increased considerably. Figure 1 shows where the maintenance dollar is spent.

A maintenance crew operating a pavement burner at 1900° F. burns off excess asphalt on the pavement surface.

As could be expected, roadway surface, drainage, and shoulders command the major part of the maintenance dollar. Special paving and oiling crews spend the entire summer restoring the roadway surfaces to their original condition. Each year 450,000 tons of asphaltic concrete and 29,000 tons of asphalt are used in paving and reoiling of hard-surfaced roads.

The shoulders, where graveled, require continual maintenance by motor grader. Drainage in a climate such as that in Western Oregon must function perfectly at all times. This also requires constant vigilance in order to provide protection to the roadway surface and shoulders.

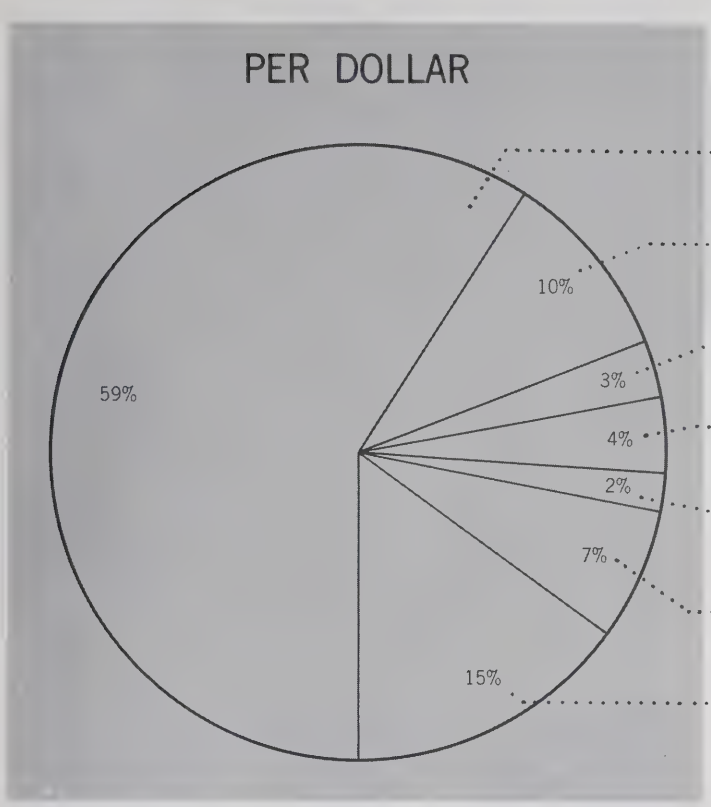
The second largest part of the maintenance dollar is spent for snow removal and sanding, which is almost equally important to the traveling public. The modern traveler has become accustomed to traveling highways at high speeds without delays and without the inconvenience of tire chains during winter months.

In order for the Maintenance Division to provide this service, a large fleet of snow removal and sanding equipment must be maintained. With the emphasis on new construction and, in particular, freeway construction, a burden is placed on existing crews and equipment.

Reconstruction of an existing two-lane facility to a four-lane freeway merely doubles the number of travel lanes. However, even though the lanes are only doubled, the maintenance will require an increase in men and equipment to almost four times that previously needed on the two-lane road. This out-of-proportion increase is caused by the frontage roads, interchanges, wider paved surfaces, and wider right of way on the four-lane facilities.

The equipment industry is attempting to keep up

MAINTENANCE EXPENDITURES BY MAJOR ITEMS



	TOTAL
ROADWAY (Including Shoulders and Drainage)	$22,913,828
TRAFFIC CONTROL	3,592,673
FENCING	1,213,777
STRUCTURES	1,392,404
ROADSIDE CLEANUP (Sweeping and Litter Pickup)	935,486
LANDSCAPING	2,864,407
SNOW REMOVAL AND SANDING	5,929,224
BIENNIUM TOTAL	$38,841,799

Figure 1

with the demands of the various highway departments, and one of its latest developments is in the field of rotary snowplows. The Oregon Highway Department now has six of these machines and is adding more as funds will permit.

Constant surveillance must be given to those places known to ice-up (such as bridge decks and shady curves) to avoid serious accidents to the unsuspecting motorist. This generally involves sanding, which has also been aided by bigger and better equipment.

The "Snow Blast", a rotary snowplow, keeps the high mountain passes open throughout the snow season in Oregon.

With the continual increase in traffic volumes and resultant construction of high-speed four-lane facilities, the importance of traffic control facilities grows. A greater portion of the maintenance dollar will be consumed as these high-speed facilities are constructed.

To adequately advise high-speed motorists, the size of signs is continually increasing. To better advise these motorists, these large signs are often placed over the roadway on steel sign bridges.

Signal control equipment is becoming computerized so as to better facilitate the flow of continuous traffic. Thermoplastic striping material is being utilized, as well as raised pavement buttons, in an attempt to provide a better center line delineation during times of poor visibility.

With the completion of new sections of the Interstate Freeways and new sections of Primary and Secondary Highways during the biennium, 40,000 miles of traffic line were striped during the biennium. This mileage included 23,000 miles of lane line, 13,000 miles of shoulder line, and 4,000 miles of barrier line. Material utilized for the operation involved 360,000 gallons of paint and 1,800,000 pounds of glass beads. All the line striped during the biennium on the State Highway System was reflectorized.

At the end of the 1965-66 biennium there were 180,000 signs on the State Highway System to be maintained. Sixty-five thousand signs were installed or replaced during the biennium, utilizing 470,000 square feet of aluminum and plywood.

Improved signing is continually being installed to direct the increasing volume of traffic and the high speed traffic. The old, smaller signs in the background are being replaced with a larger and more legible type of signing.

The electrical crews maintained 534 signal installations and 8,880 luminaire units. These figures represent a 30% increase during the biennium in the number of signal installations on the State Highway System and a 10% increase in the number of luminaires.

Highway beautification has become an integral part of the maintenance program. The Highway Beautification Act of 1965 not only made the public aware of highway beautification, but also provided the funds required for its development.

In addition to the regular landscape maintenance operations, considerable work was done in related areas, such as developing new landscaped areas, installing sprinkler systems, screening unsightly areas, beautifying entrances to cities, and extending plantings in medians for shielding headlight glare.

Structure maintenance includes maintenance of box culverts, bridges, tunnels, retaining walls, bulkheads, and dikes. A continuing program is carried on to replace old wooden bridges with modern concrete structures and to widen narrow bridges. During the biennium maintenance crews replaced 35 bridges with modern structures and widened 20 existing narrow bridges.

Fence maintenance, although a relatively minor item, is important to the traveling motorist. The cost of maintaining guard rail, sight posts, and right of way fence is all included in this item. Most motorists are aware of the aid given them by guard rail and sight posts. They may not be aware that right of way fence contributes to their safe traveling of the State's highways by preventing animals and pedestrians from entering the highway rights of way.

Maintenance of right of way fence has been substantially increased with the construction of the Interstate Freeways. When complete, the 730 miles of Interstate Freeways will have some 1,500 miles of right of way fence requiring constant maintenance.

Motorists in Oregon are encouraged to carry litter bags and deposit them in litter barrels provided at wide spots along the highways.

With the increased traffic on the Highway System and the popularity of roadside stands, litter is becoming more of a problem each year. On heavily traveled highways, particularly in the vicinity of the metropolitan areas, litter is picked up regularly.

An idea of the trend and magnitude of the cost of this operation is shown in Figure 2.

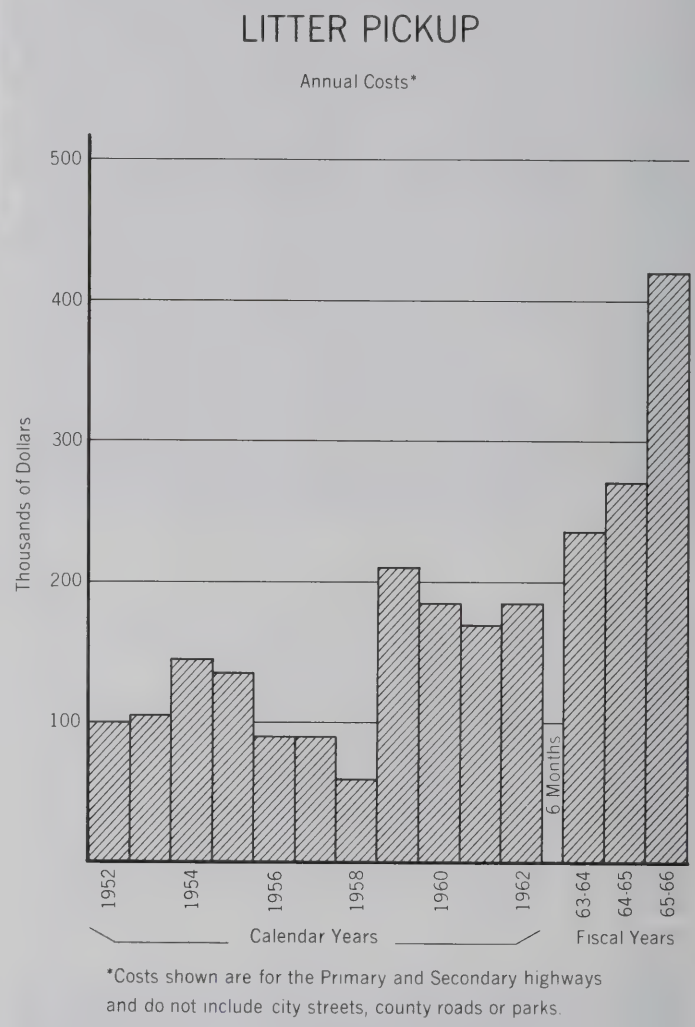


Figure 2

In order for the Maintenance Division personnel to be able to carry on all of the work previously discussed, many pieces of equipment and efficient facilities for its care are required. A self-supporting equipment section headed by the Equipment Superintendent provides and repairs all equipment needed for engineering, transportation, road building, and maintenance.

There are five repair shops located at Salem, La Grande, Bend, Klamath Falls, and Coquille. These are complete equipment repair shops which can perform all repairs necessary on department-owned equipment. They have their own parts storeroom and keep on hand an inventory adequate to make most repairs.

In addition, the Salem Shop has a storeroom which furnishes all of the supplies, including stationery, etc., necessary for the operation of the entire Highway Department. This storeroom handles about $600,000 in supplies annually.

The Oregon Highway Department operates a ferry system across the Columbia River between Astoria and Megler, Washington. The ferries are operated by a private firm on a contract basis.

There are four ferries involved: MV Tourist II, MV Tourist III, MV M. R. Chessman, and the MV Kitsap. During the biennium they carried 312,500 vehicles across the mouth of the Columbia River. This ferry service will terminate in the early part of the next biennium due to completion of the Astoria Bridge.

During the previous biennium a windstorm, reported as the most destructive storm ever recorded in the State, occurred on October 12, 1962. The damage to highway facilities approached $500,000.

This damage was a mere "drop in the bucket" compared to the widespread disaster known as the

New equipment is continually being developed to insure better maintenance methods. A large rotary mower attachment on this road grader makes it possible to cut grass and brush on steep slopes.

1964 Christmas Flood. The damage to the State Highway and County Road Systems in the State was $33,400,000. Of this amount, $19,400,000 was expended on the State Highway System; $4,500,000 was expended on the County Road System; and $9,500,000 was expended by the Bureau of Public Roads on Forest Highways.

The Maintenance Division, including its headquarters staff, operated on a 24-hour basis throughout the entire emergency which lasted into January.

The Governor's Command Post in the basement of the Capitol swung into operation at the onset of the storm. Since damage was state-wide, many cities, counties, and individuals were in need of immediate help. The Governor's Command Post coordinated the resources of men, materials, and equipment and sent these to the areas where most needed.

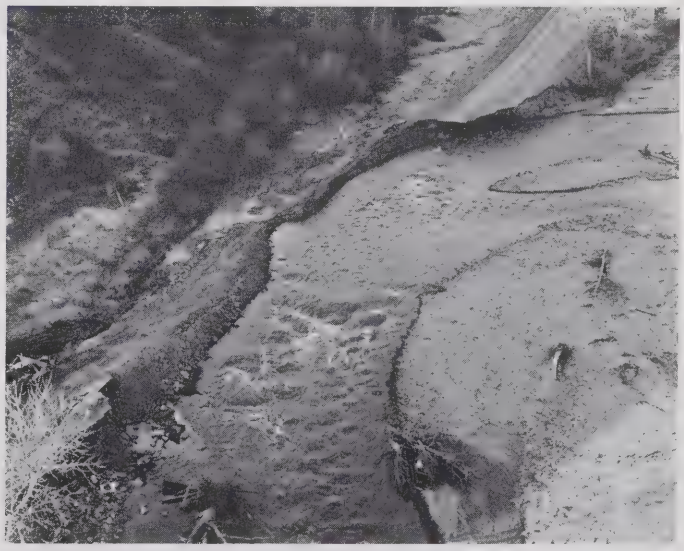
The storm started December 22, 1964, a particularly awkward time as highways were crowded with Christmas holiday travel. On the night of December 22, all major transmountain highways were impassable. Many other roads were closed at several points.

At one time in the days immediately following, the situation map in the Maintenance Engineer's office indicated over 200 major road closures requiring emergency repair work. Some of the closures required only a day or two to repair. Other closures, such as the Santiam, Willamette, Clackamas, and Fulton Canyon Secondary Highways, required days and weeks to be repaired. Damage on the Willamette Highway, alone, involved the nearly complete destruction of 18 miles of roadway. It was almost six weeks before traffic was restored.

Emergency restoration was handled by the Maintenance crews aided by contractors, loggers, and their equipment. Permanent reconstruction was done on a formal contract basis.

Involved in the emergency repairs were the Highway Department personnel and their 5,000 pieces of equipment, augmented by 892 pieces of major construction equipment and 193 pieces of support equipment from private industry. This imposing list of equipment was rented from 238 companies and individuals. Involved in this emergency restoration work were 24 major construction contractors, 54 smaller contractors, 20 equipment rental firms, 38 logging companies, and 102 individual owners of equipment.

Repairs were not yet complete when on January 27 rains and further flooding once again closed many



A section of the Warm Springs Highway washed out by the 1964 Christmas flood.

of the major highways. This storm, in itself, caused 149 closures on 56 of those same highways damaged previously in the December flood.

The final record indicates that, altogether, the flood resulted in 320 separate closures on 125 of the State Highway System's 201 primary and secondary highways.

STATE PARKS AND RECREATION DIVISION

The State Parks and Recreation Division is responsible for the acquisition, development, maintenance, and preservation of areas of outstanding scenic value and state-wide or regional recreational significance.

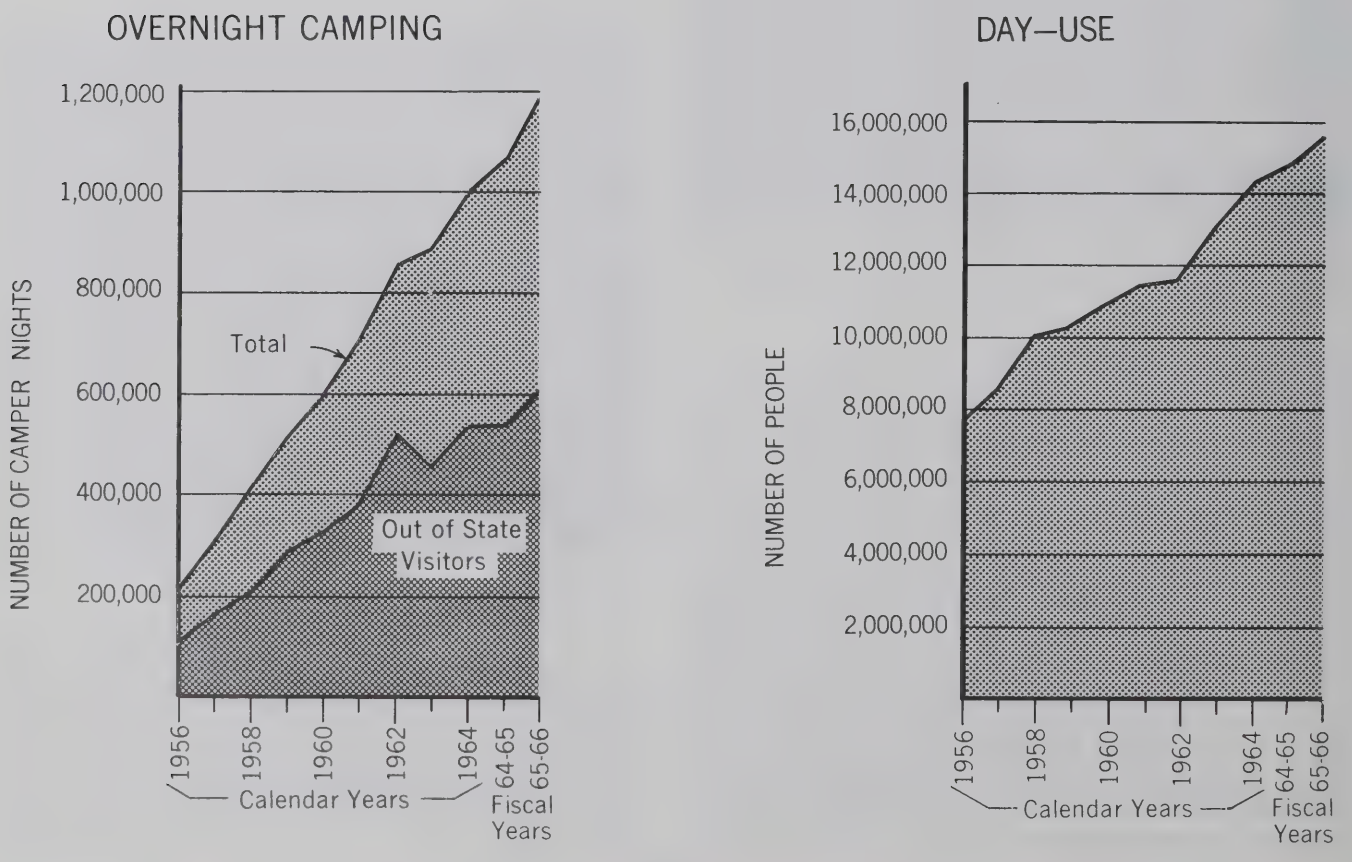
Attendance at State Parks increased significantly during this biennial period. Day visitors rose from 14,695,004 during the 1965 fiscal year to 15,627,532 in fiscal year 1966, an increase of 6%. Overnight camping attendance was 1,061,035 in fiscal year 1965 and increased 12% to a total of 1,191,591 during fiscal year 1966. The combined attendance figure for the biennial period of 32,575,162 showed a 20% increase over the previous biennium. Turnaways from overnight camps also increased during this period, with one person turned away for every 5 accommodated.

In order to keep pace with the growing demand for outdoor recreation facilities, 12 new areas totaling 2,759 acres were added to the State Parks System during the biennium. Major acquisitions were the 847-acre McIver State Park on the Clackamas River near Estacada, and the Lapine State Recreation Area, 1,594 acres of pine forest on the Deschutes River 25 miles south of Bend. Other new areas included three sites for future overnight campgrounds along Interstate 5, five areas in Eastern and Central Oregon, and two along the coast.

A total of 1,573 acres were also added to 25 existing parks during the report period. These additions ranged from 801 acres at Thomas Condon-John Day Fossil Beds State Park to 0.46 acre at Darlingtonia Wayside, and included a number of other key parcels for park expansion or scenic preservation. Of the 4,332 total acreage acquired during the biennium, 2,445 acres were obtained from the Federal Government. At the close of the biennium, Oregon had 201 State parks and waysides totaling 70,407 acres.

Park development was also accelerated in an effort to meet the needs of the growing number of park visitors. Increased demand for camping space and the large number of turnaways made the construction of additional camping facilities a priority item during the biennium. New campgrounds were built at Bullards Beach (128 units) and Carl G. Washburne (58 units) on the Oregon Coast. Existing campgrounds were enlarged at Detroit Lake (74 units) and Valley of the Rogue (48 units). All new campsites are equipped with hookups for water, sewage disposal, and electricity. A total of seven utility buildings with toilets, showers, and laundry facilities were constructed in the new campgrounds. Additional campsites at five other parks and two temporary camps, and the closure of two small campgrounds, resulted in a net increase of 327 camp spaces and a total of 3,273 campsites in Oregon's State Parks at the close of the biennium.

ATTENDANCE AT OREGON STATE PARKS



Prineville Reservoir State Park is a popular spot for vacationing "rock hounds" and fishermen.

Day use facilities were also expanded as the demand for such attractions continued to increase. Major projects included a new boat ramp and parking area at the Cove Palisades, making a total of three ramps available to boaters at this popular park. Two fish cleaning stations were also constructed at the Cove. Along the coast, modern rest stations were built at Boiler Bay and Rocky Creek Waysides; and parking areas at Ecola, Beverly Beach, and Darlingtonia were improved. Day use facilities at Bullards Beach, near Bandon, were also improved with the construction of two rest stations in the picnic area, and parking and pit latrines at the lighthouse.

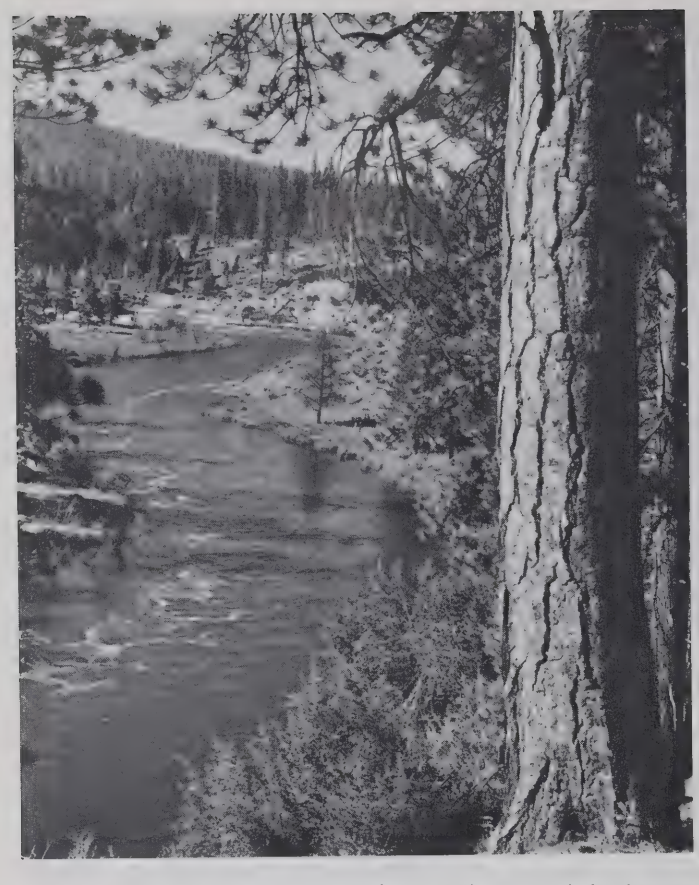
Other new facilities included a sled run at Emigrant Springs in the Blue Mountains and relocation of the service yard at Wallowa Lake in preparation for a new camp loop. In addition to these major developments, almost every other State park was improved during the biennium. These betterment projects included entrance signs, trails, parking areas, landscape plantings, drinking water, children's play areas, and a variety of other improvements.

Initial development was also started at several new areas acquired during the biennium. Roads, parking areas, and limited picnic and sanitary facilities were developed at McIver State Park on the Clackamas River to meet the expected demand of day visitors from the nearby Portland Metropolitan Area. Clearing and preliminary road construction were undertaken at Lapine State Recreation Area in preparation for development of picnic and overnight facilities. Cleanup work was also started at Ontario State Recreation Area on the Snake River, where a picnic area and boat ramp will be constructed in the near future.

Just as the land acquisition and park development programs were accelerated during the biennium, other phases of the State Parks Program were greatly expanded to meet the growing demand for outdoor recreation facilities and services. The job of maintaining nearly 140 developed parks and waysides was made more difficult by increased numbers of visitors; but through the dedicated efforts of our field personnel, the usual high standard of cleanliness and orderliness was maintained.

The Engineering Section of the State Parks and Recreation Division prepared plans for the major facilities constructed during the biennium, including two new campgrounds, two additions to existing camps, seven utility buildings, four rest stations, and related facilities such as water systems, entrance roads, and boat ramps. In addition, field surveys were made at eight parks in preparation for future development of new or expanded facilities. The Planning Section also expanded its workload to include over 50 area investigations of potential park sites,

Expansion of the Valley of the Rogue State Park on Interstate 5 between Grants Pass and Medford is nearing completion.



The Deschutes River near US 97 south of Bend is one of the favorite fishing streams in Oregon. A new State Park will soon be developed in this area.

10 State park master plans, eight landscape plans, 30 site analysis studies for expansion of existing parks, and planning and design work for the development of specialized facilities at 30 parks. Fifteen major cooperative projects with other state, federal, and local government agencies were undertaken or continued during the biennium.

Among the special studies carried out during the biennium were the Travel and Use Survey, designed to find out more about State park visitors and how to serve them better; the State-wide Comprehensive Outdoor Recreation Plan, which qualified Oregon for matching money from the Land and Water Conservation Fund; a study of possible land acquisition along the Oregon Coast Highway as part of the Scenic Roads Program; and a study of the coastal beaches as an initial step toward an accelerated beach access program.

The popular park information program, designed to provide new interests and activities for park visitors, was expanded during the biennium. Outdoor theatres for evening slide programs were constructed at nine major State parks. Programs were also held at temporary theatres in four other parks. A viewing deck was built at Darlingtonia Botanical Wayside, enabling park visitors to see the unusual insect-trapping plants which grow in this area. Information was provided to park visitors in the form of handouts, brochures, interpretive signs, park information board displays, nature trails and plant markers, the Guide to Public Parks, maps, and information booths with attendants in several of the more heavily used parks. Numerous requests for information from individuals, agencies, map companies and travel guides were also answered as a regular part of the public information program.

A qualified historian was added to the staff during the biennium to assist in evaluating historic sites for possible inclusion in the Park System. The historian will be responsible for establishing criteria to guide the development of the program; investigating and reporting on historic sites; consulting with local museums and historic groups; providing historical material for displays, evening programs, and brochures; and related duties.

The State Recreation Director expanded his normal duties of assisting counties, cities, special districts, various agencies and individuals in the solution of problems concerning outdoor recreation programs, facilities, and activities. Also undertaken during the biennium were the development of the state-wide comprehensive outdoor recreation plan and the administration of the Land and Water Conservation Fund Program.

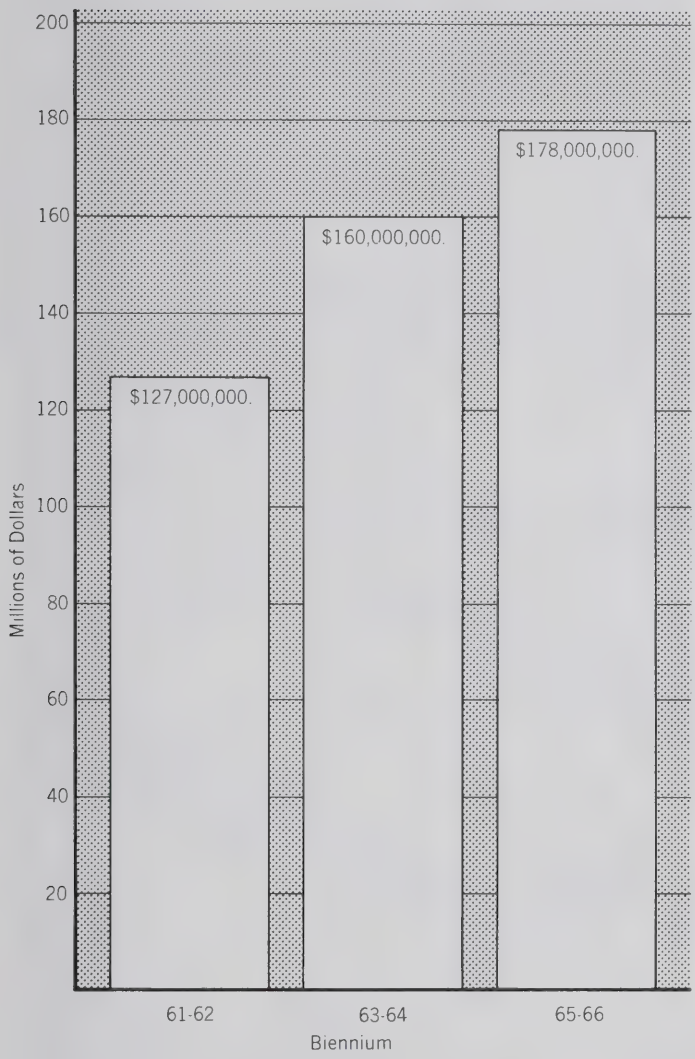
The preliminary state-wide comprehensive outdoor recreation plan provided current information on the existing and future supply, demand, and needs for outdoor recreation facilities in Oregon; and recommended an action program to meet these needs. This study temporarily qualified the State for matching funds under the Federal Land and Water Conservation Fund Program. Administration of this program involved additional contact with local government agencies and officials as well as considerable work at the State level in developing a state-wide program for distribution of these funds. A formula for apportioning Oregon's share of the fund was arrived at with 60% allocated to State agencies and 40% to local government. Funds for individual acquisition or development projects must be matched 50-50 by State or local government agencies. In addition to establishing an apportionment system, the Recreation Director is responsible for determining the eligibility of projects, assisting other agencies in the application for Federal Funds, coordination of the program with the Bureau of Outdoor Recreation, and solving numerous related problems.

The State Parks Advisory Committee held five meetings and made two inspection trips during the biennium. With their extensive experience and knowledge of outdoor recreation problems in Oregon, committee members were able to make valuable recommendations to assist the State Parks staff in developing recreation programs and policies to serve the public better. Members of the Advisory Committee are: Loran L. Stewart, Chairman, Eugene; Donald G. McGregor, Vice-Chairman, Grants Pass; Alfred D. Collier, Klamath Falls; Ernie R. Fatland, Condon; L. J. Sparks, Salem; George D. Ruby, Portland; Eric W. Allen, Jr., Medford; and P. M. Stephenson, Salem.

OFFICE ENGINEERING DIVISION

The Office Engineering Division primarily is responsible for the administrative details of budget planning, roadway design, preparation of final specifications prior to contract awards, and federal-aid programming and collection. The Office Engineering Division also includes the Engineering Graphics, Mileage Control, and Statistical Sections whose duties comprise a variety of assignments pertaining to highway construction and operation.

SUMMARY OF WORK CONTRACTED



The past trend of an ever-increasing construction program was continued during this biennium. During this period, 32 contract lettings were held, over 2,000 separate bids received, and 421 contracts totaling over $178,000,000 were awarded. These contracts included 531 miles of grading; 659 miles of paving, oiling or rock surfacing; 95 bridges; 113 grade separation structures; park facilities; and miscellaneous contracts for signing, landscaping and traffic signals.

The various sections of the Office Engineering Division play an important part in preparation for receiving bids and awarding contracts, as well as performing a variety of assignments related to highway progress.

SPECIFICATIONS SECTION

The Specifications Section is responsible for preparation of the final Special Provisions, the Proposals for receiving bids, and the quantity estimates on work to be contracted.

Working with other Office Engineering sections and other divisions of the Oregon State Highway Department, the Specifications Section assembles the data necessary for a contract letting.

A complete new publication of *Standard Specifications for Highway Construction* was printed in the early part of the biennium by this section. This publication, along with special provisions developed for individual projects, serve as the basic requirements for all construction.

An additional function of this section is distribution of all contract plans, proposals and special provisions to contractors prior to a contract letting.

ROAD DESIGN SECTION

The final design and preparation of plans for highway construction are responsibilities of the Road Design Section. Proposed projects developed to the preliminary design stage are received from the Construction Division. Final plans are drawn after a complete review of construction features to assure adequate, economical design.

Information supplied by the various divisions of the Highway Department is assembled and evaluated in this section for utilization in the final design of highways. Right of way widths and other pertinent information is furnished the Right of Way Division for their use in acquisition proceedings. Critical details are brought to the attention of the Specifications Engineer for inclusion in the Special Provisions.

The designers of this section handle the planning of construction features on highway projects; the drafting is performed by the engineering technicians. These two units are very effective in establishing a high level of achievement in both quality and quantity of work produced for the accelerated program of highway construction.

Another responsibility of this section is the development of design standards. Standardization of construction design details incorporated in standard drawings is an aid to development of adequate design and is assembled with the contract plans. These standard drawings are a major factor in producing contract plans within a minimum time.

FEDERAL-AID SECTION

The Federal-Aid Section programs with the Bureau of Public Roads all construction, right of way,

and preliminary engineering projects that will include Federal Participating Funds. Federal Funds are apportioned to the various states each fiscal year. Prior to receiving bids on construction work programs, final plans, specifications and estimates are assembled and submitted for review and approval by the Bureau of Public Roads.

A major change in billing procedures to the Bureau of Public Roads for work performed on federal-aid projects was initiated during this biennial period. Preparation of current billings for federal-aid construction, right of way, preliminary engineering, highway planning research and beautification project costs are now made from cost coded documents through Data Processing. This method of billing eliminates the long and tedious task of hand-picking eligible federal-aid costs from cost records and documents and has accelerated collections of Federal-Aid Funds.

A total of $159,000,000 in billings was submitted to the Bureau for approval and subsequent payment during this biennium.

STATISTICAL AND FINANCE SECTION

The Statistical and Finance Section handles a variety of details connected with contract awards, contract payments, and special statistical reports.

Payments made to contractors for all types of construction during the biennium totaled over $160,000,000. Each month progress estimates on all active contracts are processed by this section for payment to contractors for work performed. Complete records are kept on all contracts from the time of award until the contract work has been accepted by the Highway Commission and final payment is made to the contractor.

Data is compiled in this section for preparation of the annual, biennial and other special reports concerning statistics on highway construction and operation. Special requests from individuals, businesses and governmental agencies for road map revisions,

The Morrison Street Bridge Interchange connects Portland city streets with the Eastbank Freeway (I-5) in Portland.

Big Eddy-Celilo section of the Columbia River Highway (I-80N). The westbound traffic lanes were constructed on an embankment in the Columbia River. Eastbound traffic travels on the original location at the foot of the rocky slopes.

statistics, contract data, and general information are also handled by the Statistical and Finance Section.

The typing pool for the Office Engineering Division is maintained by this section.

Record books containing detailed entries of all construction, maintenance and operation expenditures dating back to 1917 are continually updated in this office.

MILEAGE CONTROL SECTION

The Mileage Control Section keeps a current inventory of the mileages on the State and Federal Highway Systems. Also, a continuing study of the physical features of the Interstate System Traveled Way is conducted for future use in planning State and National Highway Programs.

This section has the responsibility of preparing and revising highway straight-line maps upon which milepoints of specific highway features and roadside culture are identified. In addition, the Mileage Control Section compiles State and Federal highway mileage reports, vehicle and ton-mile reports, highway logs, and lane-mile summaries; computes mileages between cities; and drafts various maps and charts of the State and Federal-Aid Highway Systems.

Other functions of this section include furnishing data and drawings for use in reports of other divisions, computing mileages for use on highway signs, and conducting special studies as needed for use by the State and Bureau of Public Roads.

ENGINEERING GRAPHICS SECTION

The Engineering Graphics Section prepares public hearing maps; survey approval maps; application maps for submission to governmental agencies on proposed alignments of highways, and a large variety of charts, sketch maps and graphic illustrations that are required daily throughout the Department.

Increased use of graphic material by the Highway Department has brought about a gradual change in this section during this biennium. A greater emphasis was directed toward style and quality in the production of maps and brochures. A major change was the complete restyling of the Oregon Road Map. Several new brochures and leaflets were developed for the Travel and Public Information Divisions to be used in advertising the many recreation facilities available throughout the State.

A map was developed for full scale or reduced scale printing in black and white or color to be used as a base for producing division maps, maintenance maps, and other general highway system maps as required by the Department.

Other functions include preparing right of way drawings on federal-aid projects; and, upon completion of highway construction projects, preparing 1″-400′ scale construction drawings. The reproduction section prints maps, contract plans, aerial photos, photo enlargements, etc. This section has a wide variety of equipment capable of reproducing any type of print that might be required by the many divisions within the Highway Department.

TRAFFIC ENGINEERING DIVISION

Traffic engineering deals with the operational aspects of the State Highway System in connection with both future developments and existing facilities. Traffic interchange plans are reviewed in detail with particular regard to the viewpoint of the vehicle operator and his probable reaction to the specific layout with which he may be confronted.

Existing highway facilities demand continuing attention with adjustments being made and new traffic control measures being installed so that traffic may flow smoothly and safely.

Traffic congestion on Harbor Drive and the Steel Bridge will be relieved upon the opening of the Marquam Bridge, the last link of Interstate 5 to be completed in Portland.

TRAFFIC CONTROL SECTION

The Traffic Control Section is responsible for the coordination and review of investigations, and the preparation of recommendations on all matters of traffic. In order that the final recommendations will be based on fact rather than opinion, the factual tools of the traffic engineer—vehicle speeds, accident records and physical conditions—are used.

During the biennium, this section continued with the analysis of motor vehicle traffic accidents. In addition to detailed studies on the State Highway System, routine summaries are prepared for distribution by the Department of Motor Vehicles and accident data is furnished on a routine basis to 20 cities and 5 counties. The program utilizing data processing machines to identify hazardous locations which may require investigation and corrective treatment was further refined during this biennium.

Personnel from this section conduct the required engineering investigation and report recommendations for the establishment of speed zones, both for those established by the State Highway Commission and those which are the responsibility of the State Speed Control Board.

The Traffic Control Section also constructs scale models of highway construction projects which are in the planning stage. These models are beneficial in the study of proposed design. The public can more easily understand a three-dimensional representation of highway plans. Numerous displays of the models have been arranged for public agencies and private establishments in cooperation with the Public Relations Division. Several of these models have also been used as exhibits in legal trials.

Another function of the Traffic Control Section is to prepare the plans and specifications for sign, signal and illumination projects. During the biennium, plans and specifications were prepared for 38 sign, 14 illumination and numerous traffic signal projects.

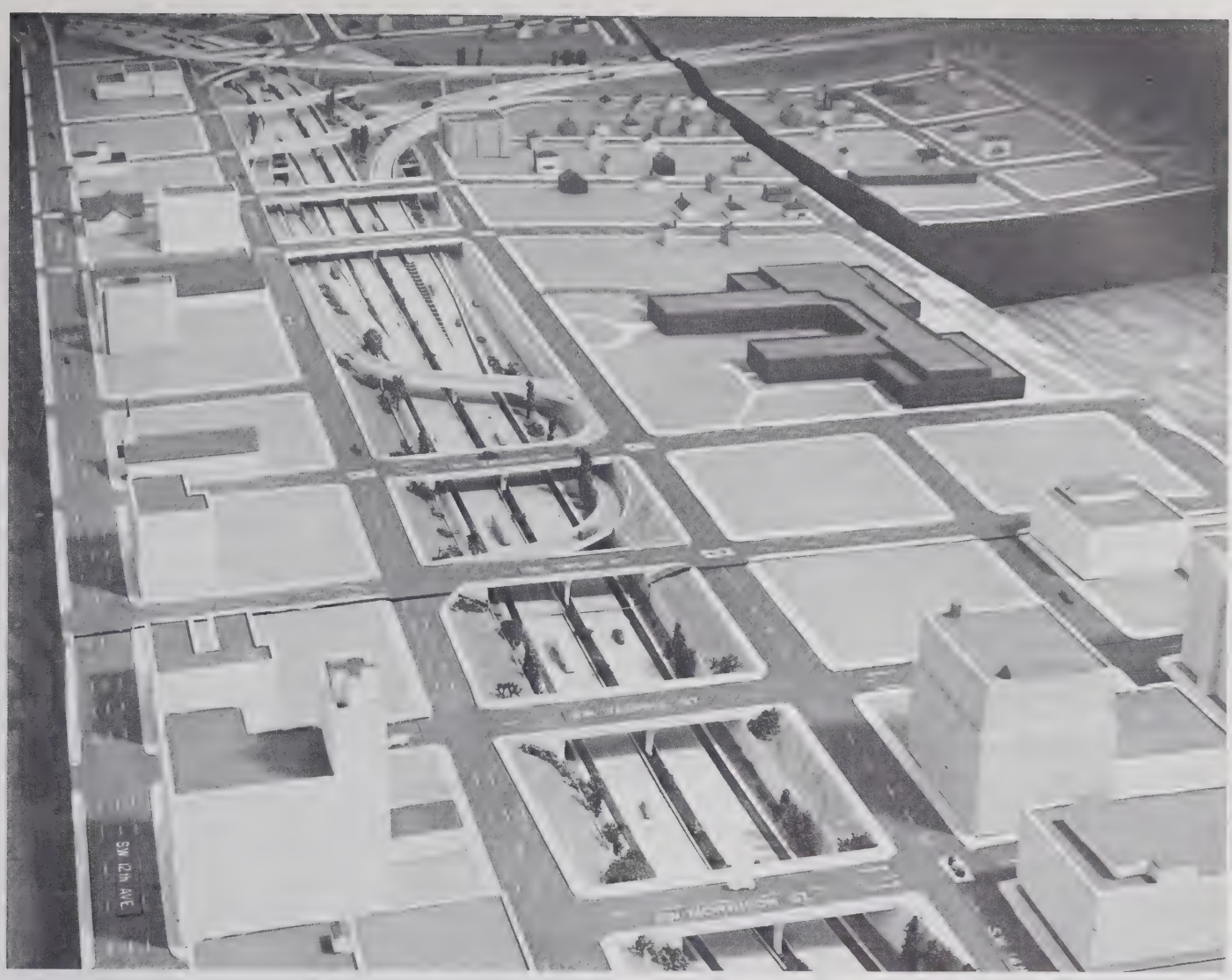
PLANNING SURVEY SECTION

The Planning Survey Section is responsible for providing the Highway Department with information concerning the existing and future usage, service and costs of highway facilities, as well as the economics of highway operation and financing. These activities are a part of the continuing Highway Planning Program conducted in cooperation with the Bureau of Public Roads.

The Planning Survey Section is composed of three units—the Urban Studies Unit, Traffic Survey Unit and the Economic Unit.

URBAN STUDIES UNIT

The Urban Studies Unit is responsible for conducting areawide transportation studies in urban areas. The Federal-Aid Highway Act of 1962 requires that all Federal-Aid Highway Projects in urban areas with a population in excess of 50,000 persons be based on a continuing comprehensive transportation planning process. This process is based on the collection, analysis and interpretation of pertinent data concerning existing conditions and historical growth; the establishment of community goals and objectives; and the forecasting of future urban development and future travel demands. It includes not only the initial preparation and evaluation of a transportation plan through an appraisal of practicable alternatives, but also periodic review and modification to meet changing conditions. In addition, it includes the preparation and dissemination of pertinent information needed by official agencies in their consideration of planning proposals and improvement programs, and for the encouragement of public understanding and support; and, the preparation of recommendations concerning the scheduling and financing of highway improvements, coordination with other urban development programs and revision of ordinances and regulations, if necessary.



Models of proposed construction are used in studying the effect of a relocated highway on the adjacent area. This model is a portion of the Stadium Freeway (I-405) in Portland.

There are continuing transportation studies being conducted by the Planning Survey Section in cooperation with the local jurisdictions in the three urban areas of Oregon which fall under the Highway Act—Portland, Salem and Eugene-Springfield. In addition to these three major transportation studies, three areas with populations under 50,000 now have transportation studies in progress. These areas are Medford, Corvallis and Roseburg.

TRAFFIC SURVEY UNIT

The Traffic Survey Unit compiles traffic volume information to determine the existing traffic patterns on the State Highway System as well as the Federal-Aid Secondary County System. The traffic count data are based on 24-hour volume counts at selected locations adjusted to represent the average daily traffic for one year. The adjustments are based on detailed and continuous traffic volume counts obtained at 105 permanent traffic recorder locations.

The traffic volume data are used in planning for new construction as well as accident studies, taxation studies, and traffic control studies.

The Out-of-State Tourist Expenditures Study is conducted by the Traffic Survey Unit, which is also responsible for other related studies, such as the Vehicle Classification Studies and the Truck Weight Studies.

ECONOMIC UNIT

The Economic Unit is responsible for working in cooperation with local planning agencies in conducting the land use and socio-economic portions of the various urban transportation studies.

In addition, statistics on motor vehicle registrations, highway taxation and vehicular miles of travel are compiled and future projections of these data are estimated.

It is also the responsibility of this unit to conduct all economic studies made by the Highway Department. These include the economics of route selection, highway taxation studies, road costs and life expectancies, and future traffic projections. The unit is also responsible for reviewing statistical data in other studies conducted by the Highway Department.

PERMITS DIVISION

The primary function of the Permit Division is the issuance of permits for (a) construction and maintenance of utility facilities and miscellaneous operations or facilities upon or over State highway right of way or property; (b) construction of road approaches to State highways; (c) operation of oversize or overweight vehicles or combinations of vehicles over State highways; and (d) outdoor advertising along but outside of State highway right of way. In addition, the Permit Division is headquarters for the Scenic Area Board.

The Division operates under the supervision of the Director of Permits. Assistance in the form of field investigations and supervision of permittee operations is provided on a state-wide basis by personnel of the Maintenance Division. The following sections perform functions as described.

UTILITY & ROAD APPROACH PERMIT SECTION

During the biennium, 1,185 utility permits were issued for the construction and maintenance of pole lines or pipe lines along or across State highway rights of way and over State park property. Also issued were 136 permits to perform miscellaneous operations on State highway right of way, such as leveling and minor landscaping, installation of water gauges, installation and operation of log-scaling stations, etc.; as well as 26 permits for signs of a non-commercial nature as provided for under ORS 377.360.

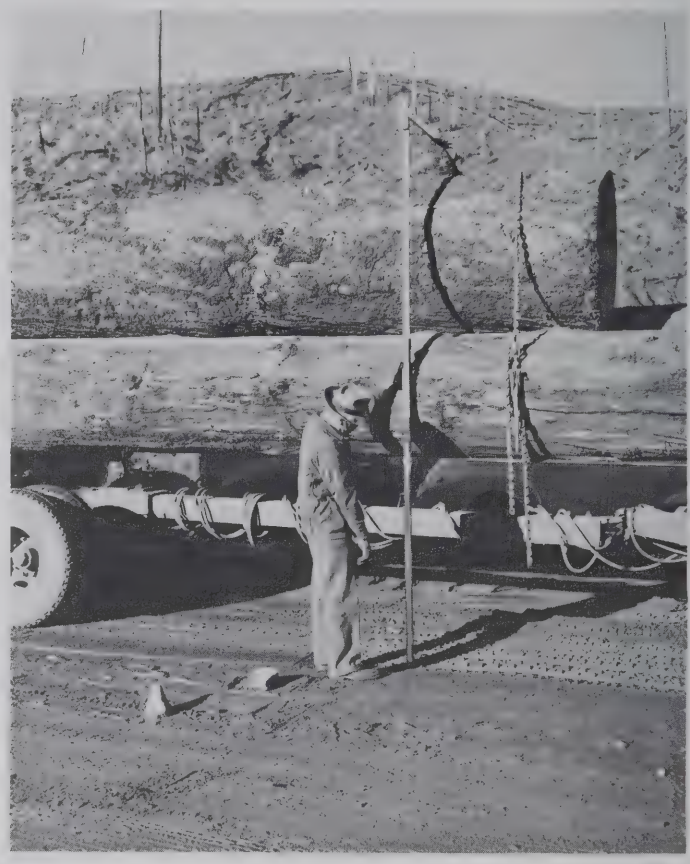
An additional 1,699 road approach permits were issued in conformance with Oregon statutes which require that any person wishing to construct an approach road to a highway must first secure a written permit.

Applications for the above permits are originated by the appropriate District Maintenance Superintendent, reviewed by the Division Engineer, and finally reviewed and issued by the Permit Division headquarters in Salem. Field investigations and general supervision related to these permits are handled by the Division Engineers and Maintenance Superintendents. Authority to issue permits for banners and parades in connection with local civic enterprises has been delegated to the Division Engineers.

TRANSPORTATION PERMIT SECTION

The Highway Commission has authority to issue transportation permits authorizing operation of vehicles, or combinations of vehicles and loads, having a size and/or weight in excess of that allowed by Oregon law.

The law further delegates to the Highway Commission authority to adopt a resolution authorizing without written permit operation of oversize-overweight vehicles of specified types over designated highways. The resolution is revised from time to time as additional highways or highway sections are proved capable of accommodating the larger vehicles or combinations of vehicles. A coded map is made available to the industry indicating the types, length and weight of authorized vehicles and combinations of vehicles and the highways over which they may be operated without permit. Permits are issued on a continuing basis for operation of vehicles not included in the resolution and for truck and pole trailer combinations having an over-all length in excess of the maximum authorized by the Commission resolution or on highways not authorized thereby.



The Weighmaster checks trucks for conformance to State laws controlling weight, height and length of commercial vehicles.

The Transportation Permit Section, headed by the Transportation Permit Supervisor, is located in Salem. In addition to the Salem headquarters there are 22 field offices, conveniently located throughout the State, with authority to issue transportation permits.

The total number of permits issued in 1965 was 35,759, divided into 2,399 general hauling, logs, poles and piling; 29,381 oversize and/or overweight single trip; and 3,929 oversize and/or overweight continuing operation. This compares with 29,489 in 1964 and 33,254 in 1963.

WEIGHMASTER SECTION

The Weighmaster Section is under the direction of a Chief Weighmaster and is divided into field and office forces. Field operations are conducted statewide by approximately 67 weighmasters and 2 scale

technicians who maintain and repair scale mechanisms.

The field weighmasters, stationed at 7 district headquarters and 17 other locations, operate on unannounced schedules 61 stationary platform scales. In addition, to enforce weight provisions of the law and transportation permits, 30 sets of "Loadometers", or portable scales, are used for weighing trucks. Vehicles are also checked for dimensional limitations and safety requirements.

A record of each truck weighing is made on punch cards. Through the use of the Data Processing Section's equipment at the P.U.C. and Highway Department, comprehensive reports are prepared for use by the Legislature, the Highway Department and other State agencies, as well as industry associations who are conscious of the damaging effects of overloading. The data has been invaluable to legislative and interim committees concerned with the size and weight laws. It provides factual information based on an average of over 611,500 weighings annually during the past five years. The punch cards remain with the Public Utilities Commissioner, where they aid in auditing the records of carriers subject to the weight-mile tax.

A summary of principal statistics obtained from the annual reports for the years 1960 to 1965 follows:

LOGS, POLES, PILING

	1960	*1961*	*1962*	*1963*	*1964*	*1965*
Loads Weighed	247,655	243,565	272,748	197,580	212,726	236,244
No. of Weight Violations	3,220	3,245	3,376	2,950	3,756	3,898
% of Violations	1.30	1.33	1.24	1.49	1.77	1.65
Fines and Costs (Total)	$218,507	$213,384	$214,862	$161,626	$179,727	$192,109
Fines and Costs (Average)	$ 74.86	$ 71.32	$ 65.69	$ 57.51	$ 50.67	$ 51.41
Cases Pending as of Annual Report	301	253	105	140	209	161

OTHER COMMODITIES

	1960	*1961*	*1962*	*1963*	*1964*	*1965*
Loads Weighed	416,903	401,587	433,444	331,325	325,934	349,252
No. of Weight Violations	3,812	3,522	3,800	2,781	1,971	2,599
% of Violations	.91	.88	.88	.84	.60	.74
Fines and Costs (Total)	$170,310	$154,822	$166,938	$121,893	$ 92,286	$121,706
Fines and Costs (Average)	$ 48.03	$ 47.12	$ 45.66	$ 47.31	$ 46.82	$ 50.17
Cases Pending as of Annual Report	266	236	144	205	208	173

1964—Grand Total of 538 nonweight violations—from 504 cleared cases, $6,962 received.

1965—Grand Total of 700 nonweight violations—from 652 cleared cases, $9,167 received.

In addition, the weighmasters conduct on a quarterly basis a tourist revenue study along with a traffic count. Also, an extensive program of physical vehicle counts is made on State highways, county roads, and city streets; and each summer a truck weight study is made. These activities are performed at various locations in the State; the statistics are used by the Bureau of Public Roads, the State Highway Department, and other agencies. Other cooperative field work is done with representatives of the Interstate Commerce Commission, the Department of Motor Vehicles, and P.U.C. During the biennium, weighmasters participated extensively in inventorying outdoor advertising signs throughout the State.

OUTDOOR ADVERTISING CONTROL

The 1963 Legislature transferred control of advertising signs along State highways outside of incorporated cities from the Bureau of Labor to the Highway Commission. Signs within incorporated cities are under jurisdiction of the appropriate city government. The Outdoor Advertising Supervisor is in charge of these operations and is assisted by weighmasters and maintenance personnel throughout the State.

In order to provide a basis for administering the Outdoor Advertising Act and related statutes, a complete inventory of signs was taken. The initial inventory revealed a total of 11,250 signs of which 5,100 were under permit. The sign inventory now indicates a total of only 7,469 signs, with 4,895 covered by permits. Of the 4,895 signs under permit, 1,612 represent new permits issued since September 3, 1963; the balance being renewals of existing permits.

Persons engaged in the business of outdoor advertising are required to obtain annual licenses. These licenses are administered by the Outdoor Advertising Section in addition to the individual sign permits.

A major accomplishment during this biennium has been implementation of sign controls in protected areas of the Interstate Highway System. This qualified the State for a ½ of 1% bonus payment of Federal funds for construction projects on certain sections of the Interstate System. As of July 1, 1966, the Department has received $145,100 of such bonus payments.

The Federal Highway Beautification Act of 1965 requires more stringent control of outdoor advertising signs along Interstate and Federal-aid Primary Highways than is permitted by existing State laws. Compliance with provisions of this act will require enactment of new legislation prior to January 1, 1968. Failure to comply will result in a 10% reduction in the State's apportion of Federal-aid Highway Funds.

SCENIC AREA BOARD

The Scenic Area Board, consisting of seven members appointed by the Governor, was created by an act passed by the 1961 Legislature. By law, the Board consists of two members at large representing the public and one representative from each of the following groups: (a) motoring clubs, (b) labor organizations, (c) outdoor advertising industry, (d) Oregon State Highway Commission, and (e) roadside service industries.

The Board has the power to establish or vacate scenic areas adjacent to or along public highways. A "scenic area" is defined as "an area adjacent to or along a segment of a public highway that is within a Federal or State park, is a site of historical significance, or affords a view of unusual natural beauty, and has been established as a scenic area by the Scenic Area Board."

The Highway Department's relation to the Board is to enforce its orders and render administrative assistance. Once a section of highway is designated a scenic area, no new sign permits may be issued on that section. Existing legally erected signs are allowed to remain up to seven years before removal is mandatory.

Since July 1, 1964, the Board has acted on 31 petitions at 9 public hearings involving 1,169.82 miles of State highways. Final orders of the Board approved 791.48 miles and denied 378.34 as scenic areas. There is now a total of 1,650.02 miles of designated scenic areas as shown on the following map.

A designated scenic area along the Columbia River Highway (I-80N) east of Portland. Rooster Rock State Park lies between the highway and the Columbia River.

COUNTY AND CITY DIVISION

The primary function of the County and City Division is to act as liaison between the State Highway Department, the 36 counties, and the 226 incorporated cities within the State. In addition, the County and City Division has been approved by the Bureau of Public Roads as a "secondary road unit" as required in Section 2 of the Federal-Aid Road Act of 1950, which act provides that each state shall establish an administrative and engineering unit functioning within the state highway department organization. This unit establishes and maintains cooperation between the State Highway Department and the counties in selecting extensions to the Federal-Aid Secondary System, in selecting projects and determining specifications for the improvement of projects, and in supervising the construction and maintenance of such projects.

COUNTY FEDERAL-AID SECONDARY PROGRAM

The Federal-Aid Secondary System is presently comprised of some 3,546 miles of State highways and 4,624 miles of county roads. Only highways or roads designated as part of this system are eligible for projects partially financed from federal-aid secondary funds as apportioned by Congress. The system is subject to revision by agreement between the State, counties and Federal government.

Beginning with the Federal fiscal year of 1954, Federal regulation requires that 50% of federal-aid secondary funds be spent on the county road portion of the Federal-Aid Secondary System. An allocation of funds is made to individual counties based on a formula developed by the Association of Oregon Counties and approved by the State Highway Commission. The formula provides that 25% of the funds available be divided equally among the counties, and the remaining 75% be divided 80% according to rural population and 20% according to county road mileage.

The State Highway Commission handles the preliminary engineering and the counties acquire all right of way and material sources. These costs are over and above the State and county participation in the construction projects and permit all available Federal funds to be applied toward construction. Construction cost participation on the federal-aid county road projects is approximately 60% Federal funds, 20% State funds, and 20% county funds.

From July 1, 1964 to June 30, 1966, 47 highway and bridge construction projects were placed under contract and supervision of the Oregon State Highway Commission on county roads lying outside the Primary and Secondary State Highway Systems. These projects were located on the Federal system of secondary highways and were contracted under cooperative agreements with the State Highway Department and the respective counties. The projects are located in 26 of the State's 36 counties and involve 22.0 miles of grading, 51.6 miles of stone base and surfacing, 55.7 miles of oil mat surfacing, 13.9 miles of asphaltic concrete paving, and the construction of 31 bridges.

1964-65 FLOOD DISASTER

Immediately following the winter storms of December 1964 and January 1965, the County and City Division sent personnel into the field to assess an estimated $4,500,000 in damages to county roads on the Federal-Aid Secondary System. Since that time county force account projects on county road federal-aid secondary routes have amounted to approximately $2,400,000, and Emergency Relief projects have been contracted by the State Highway Department at an estimated amount of $2,100,000. Emergency Relief funds are distributed to the counties on a need basis as provided in the Federal-Aid Road Act and are allocated on the same participating ratio as federal-aid secondary funds.

The new bridge over the Santiam River at Stayton is one of the county road improvements completed in this biennium.

CITY ALLOCATION OF HIGHWAY REVENUES

Under Oregon law, 10% of Motor Vehicle revenue is appropriated from the Highway Fund for incorporated cities. From this appropriation, $250,000 is withdrawn each year and set up in a separate account to be administered by the Commission. The remainder of the appropriation is allocated to the cities. Each city receives an amount equal to the ratio that its population bears to the total population of all incorporated cities. Population is determined by the latest official enumeration of the State Board of Education's Center for Population Research and Census.

SPECIAL $250,000 CITY ALLOTMENT FUND

Each year the Highway Commission contracts and supervises construction for the betterment of streets

in selected cities having populations not exceeding 5,000. This construction is financed by an annual withholding of $250,000 from the regular State Tax Street Fund. This account is programmed each year by the Commission for improvement of city streets not a part of the State Highway System which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic.

From July 1, 1964 to June 30, 1966, contracts were awarded for improvement of 38 city streets in the following cities: Amity, Aurora, Cascade Locks, Chiloquin, Coquille, Cottage Grove, Culver, Elgin, Estacada, Garibaldi, Harrisburg, Jordan Valley, Junction City, Lowell, Lyons, Molalla, Mosier, North Plains, Oakridge, Pilot Rock, Port Orford, Powers, Reedsport, Rogue River, Rufus, Sandy, Tillamook, Tualatin, Veneta, Woodburn, and Yoncalla. These projects included construction of 1 bridge, 0.94 mile of oil mat, 7.26 miles of asphaltic paving, 5.32 miles of grading, drainage improvement, and stone basing, and 1.36 miles of curb construction.

Expenditures for city allotment fund projects during this period amounted to $479,636.

MARINE FACILITIES PROGRAM

Oregon's 53rd Legislature provided $300,000 from the State Highway Fund for grants to the Marine Facilities Program for use during the 1965-66 biennium. These grants are available to cities, counties or other units of local government on a fifty-fifty matching basis for development of marine parks and facilities in areas easily accessible from State highways. The County and City Division is responsible for distribution of these grants and for the preparation of Marine Fund Facility Agreements. The distribution formula is computed on 25% of the grant divided equally among the 36 counties for use by local governments within each county and 75% on a needs-and-use study made by the State Marine Board.

MISCELLANEOUS AGREEMENTS AND RESOLUTIONS

As required by State and Federal regulations, the County and City Division obtains and compiles data for use in the preparation of Cooperative Construction Agreements, FAS-County Construction Agreements, City Allotment Agreements, Abandonment Resolutions or Agreements, and Throughway Resolutions. Projects prepared for contract award are examined prior to each Highway Commission meeting, and required agreements or resolutions are prepared and executed before the contracts are awarded.

ABANDONMENT OF OLD HIGHWAYS

When a section of highway is to be abandoned due to relocation or realignment, investigations are made to determine proper disposition of these sections. If the old alignment is needed for service to the communities or the people living in the area, the highway is maintained by the Highway Commission at State expense, or by the respective county, or by the State and county on terms as may be agreed upon. When the old alignment is no longer needed to serve the communities or people living in the area, it is abandoned to abutting property owners. The County and City Division gathers data; prepares the agreements, with necessary maps; and submits them to the respective city or county officials and the Highway Commission for execution; and carries through with the appropriate resolutions for adoption by the Commission.

PUBLIC HEARINGS

Prior to acquisition of rights of way for new construction projects or abandonment of old alignments through incorporated cities, it is necessary to notify the city of the intent of the Highway Commission. The County and City Division gathers the necessary field data and, working with the Commission Secretary, notifies the city officials and local newspapers of the action contemplated. After such notification, a public hearing is scheduled if any requests for hearings or objections are made to the proposed action. At these public hearings, persons who favor or oppose the contemplated action are given an opportunity to be heard.

Federal law requires that any State Highway Department which submits plans for a federal-aid highway project involving bypassing or going through any city, town or village, either incorporated or unincorporated, must certify to the Secretary of Commerce that it has had public hearings or has afforded the opportunity for such hearings, and has considered the economic effects of such a location. Any State Highway Department which submits plans for an Interstate System project must certify to the Secretary of Commerce that it has had public hearings at a convenient location, or has afforded the opportunity for such hearings. When hearings have been held, the State Highway Department must submit a copy of the transcript of the hearing to the Secretary of Commerce together with the certification.

By reason of these laws, the Highway Department is required to offer the opportunity for public hearings in connection with a large proportion of the projects undertaken. The Bureau of Public Roads has ruled that a town or village is any place that has a post office, so nearly all projects of any size are covered by one hearing regulation or another.

After a hearing is completed and the statements have been presented and transcribed, the Department and the Highway Commission give careful consideration to all requests or objections before arriving at an agreement on a final plan.

During the biennium 34 public hearings were held, and in 8 additional cases no hearing requests were received after opportunities for such hearings had been provided.

ACCOUNTING DIVISION

The Accounting Division, under the direction of the Controller, processes and records all financial transactions of the Highway Department.

A detailed system of accounts and records is maintained showing the complete fiscal activity of the Department. Every transaction involving expenditure or receipt of Highway funds is reflected in these records. Increases in activity in other divisions therefore has an immediate effect on the work in the Accounting Division.

The Accounting Division is organized in sections according to duties, with the work flowing from position to position, and from section to section, in an assembly line system. Employees are trained in other than their own position to provide substitution during absences at any position. These two factors eliminate any major bottleneck of work, and have made it possible, without any increase in personnel, to handle the ever increasing volume of expenditures and receipts.

Every claim is examined to determine that it is a proper charge to the Highway Department and to verify its mathematical accuracy. Vouchers, listing the claims, are prepared and submitted to the Secretary of State for warrants drawn on the Highway Fund. The warrants are returned to the Accounting Division where they are recorded and mailed to the claimant.

An account numbering system is used to show the purpose and nature of every expenditure and receipt. All detail from the source document is produced in to a punch card, from which it is transferred to a magnetic tape record. By selection, summarizing, or sorting, the tape data is used to produce the many reports necessary for administration of the Highway Department, and to supply information required by other State agencies and the public.

The Data Processing Section is a part of the Accounting Division, but serves as a service bureau for the entire Highway Department. With modern high-speed electronic equipment, it performs both accounting and engineering functions. Many of these would be impossible or impractical by other means. With the versatility and speed available from the equipment, additional programs are planned which will provide cheaper costs, and faster, more varied reporting.

One of the major programs initiated by the Accounting Division during the biennium is the Concurrent Audit, and the Current Billing of Federal Aid construction costs. This had been a manual process requiring tedious visual examination of cost records and documents, sometimes months or even years after the project was completed. Under the new system, all costs are coded to indicate the Federal project, and whether or not the particular item is participating. From this cost data, a monthly billing is submitted to the U.S. Bureau of Public Roads for reimbursement from Federal funds at the approved ratio. Under the terms of the agreement implementing the procedure, reimbursement is made in the month it is billed. The acceleration in collections has thus increased the current cash balance available for additional construction expenditures.

In addition to the vouchers, payrolls, fiscal reports, and cost records prepared, the Accounting Division assembles and prepares the biennial budget for the Highway Department. Using the requests from all divisions, modifying them as necessary by known cost factors, and by consultation with administrative personnel, a budget is developed for Commission approval, to be presented to the Legislature by the Governor, after review for him by the Department of Finance and Administration.

MATERIALS DIVISION

The Materials Division has two primary responsibilities: one is to function as a service organization, providing engineers with information on construction materials; the other is to function as a regulatory organization, insuring that only specified products are incorporated into highway projects. For example, in fulfilling the first responsibility, the Materials Division might conduct research into a particular aspect of asphaltic concrete pavement design, then make trial proportions of aggregate and asphalt to obtain an asphaltic concrete design meeting specified physical requirements. In fulfilling the second responsibility, samples of aggregate and asphalt are tested during construction to determine that the basic materials meet the specifications. Cores of finished asphaltic concrete are then tested to determine if the materials were properly proportioned, mixed and placed.

Perhaps the most significant change that has taken place in the Materials Division during the last two years is in the application of quality control through increased use of certified test results. Many manufacturers maintain in-house quality control sections. It is a duplication of effort, a needless expense and waste of time for all materials manufactured under these controls to be retested by the Highway Department. Instead, these materials are now being accepted through certified test results. This certificate states that the material in an identified lot was sampled and tested in accordance with the applicable Department specification; the sample tested is representative of the material furnished the State; and the test results furnished with the certification, on file in the offices of the company, meet all the requirements of the specification.

Materials documented by approved certified test results may be utilized on the job as soon as they arrive without an interval of waiting for results of the Materials Division check tests.

In performing its functions during the past biennium, the Materials Division processed over 88,000 samples at its testing laboratory in Salem. These materials cover a wide variety of types, and for this reason the laboratory is divided into several sections.

The soils section determines the strength and other physical features of soils to determine how the soil will behave when used in a roadbed embankment or foundation. These properties are also used by the Construction Division in the design of pavement sections. Also performed in this section are tests related to earth dam construction for outside agencies such as the State Engineer. The personnel in the soils section consists of six technicians under the direction of four engineers.

The chemical section tests the composition of cements; wood treating chemicals; zinc coatings; paints and related finishes for bridges, buildings and traffic lines; and other materials. Sign colors are compared with a standard through the use of a spectro-photometer; the reflectance of sign buttons and reflective sheeting are determined by the use of a photometer. Two engineers are the normal complement of this section.

This spectrophotometer, used for comparing paint samples, is one of many testing machines used by the Highway Materials Division.

In the petroleum section two engineers and a technician analyze asphaltic cements, lubricating oils, creosotes and mixtures of creosote and fuel oil, asphalt for pipe coating and similar materials for conformance with specifications.

The physical testing section receives weld qualification specimens; steel, aluminum, cast iron and other construction metals; rubber for waterstop and expansion joints; thermal insulation; pre-stress cable and reinforcing steel; copper and plastic water pipe; fencing and other miscellaneous materials. Three engineers analyze these materials for physical characteristics and conformance with specifications.

In the bituminous section, two engineers and four technicians prepare trial mixes to determine the best

The kneading compactor is used to prepare asphaltic concrete paving material samples for strength tests.

proportions of aggregate and asphaltic cement for strength, resistance to rutting, fatigue resistance and other desirable properties. This section also tests submitted samples of asphaltic concrete for conformance with specifications as to proportions, density and strength.

The aggregate section tests the durability and other physical properties of rock samples and manufactured aggregates from gravel bars and quarries submitted as materials sources for asphaltic and portland cement concrete for compliance with specifications. This section also cooperates with the asphaltic concrete and portland cement concrete sections in manufacturing and testing aggregates for trial mixes and testing aggregates reclaimed from asphaltic concrete. The complement of this section is three engineers and two technicians.

The portland cement concrete section tests portland cement to determine that it complies with strength, time of set, and other physical requirements. Various admixtures are also tested to evaluate their effect on portland cement concrete in order to determine proportions to be used in mixes. Concrete cylinders from various jobs are tested by this section to determine whether the concrete meets the strength requirements. An engineer and a technician handle this work, with some help from the physical testing section.

All samples coming into the laboratory pass through the receiving room, where two technicians determine what tests are required and assign a laboratory number to each sample for identification. The recording and reporting of the test results comes under the jurisdiction of the office engineer and his staff of one engineer and three typists.

Because of the wide variety of highway products that are manufactured, fabricated or used in the

Portland area, the Materials Division maintains an inspection office in Portland. This also helps to expedite and standardize inspection and sampling procedures. Culvert pipe, reinforcing steel, galvanized products, structural steel, treated timber, piles and posts, prestressed concrete beams and many other items are inspected or sampled by this office before shipment to jobs throughout the State. The project engineer knows that, barring damage in transit, materials that have been sampled and inspected in Portland will arrive on the job ready for use.

Each of the Highway divisions maintains its own asphaltic and portland cement plant inspection staff. In order to assist these persons in an advisory capacity, the Materials Division has one asphalt and one portland cement concrete plant inspector on state-wide call.

Each of the previously mentioned sections may at some time be involved in research projects. These projects may be for the purpose of developing new methods of test, improving test equipment, determining cause of failure of materials, or developing new materials for construction. All of these projects come under the jurisdiction of the Research Engineer.

During the past biennium, work was continued on a long-term study of the service behavior of selected asphaltic concrete pavements. Deflection measurements were also made on these and other pavements. An analysis was completed on the cracking pattern of several selected sections of portland cement concrete pavement. A study of the effect of saw kerfs as an aid to reducing seasoning checks in wood posts was continued. Measurements of the movement and the cracking of continuously reinforced portland cement concrete pavements in Portland and Medford were continued. Other research projects have included a sign lighting study, a strength comparison of different species of guard rail posts, an investigation into the porosity of special sections of small sewer pipe, an analysis of the change in color of traffic signs by weathering and the effect of small quantities of rubber added to asphaltic concrete mixes.

TRAVEL DIVISION

The Department's Travel Information Division continues to play an important role in the growth of tourism through its travel promotional campaign and assistance in coordinating the efforts of local promotion groups throughout Oregon. Guidelines for the Travel Information Division are formulated by the Travel Advisory Committee to the Highway Commission. This group studies promotional activities and proposals and makes recommendations to the Commission for decisions on advertising, promotion policies, and related matters.

Oregon's tourist industry continued its steady growth as a major factor in the State's economy during the 1965-66 biennium, bringing more than a half a billion dollars into the State. Highway Department surveys show that visitors to Oregon spent more than $250 million in the State during 1965. All trends indicate an even more favorable tourist year in 1966.

During the biennium, at the recommendation of the Travel Advisory Committee, the Travel Division budget was increased substantially, most of the increase going into an enlarged advertising program. Advertisements in magazines and newspapers, and on radio and television reached an estimated 230 million persons.

Advertising emphasis changed somewhat during the biennium, leaning a bit more heavily to newspapers in the West, where most potential Oregon visitors live. These advertisements were placed in 73 newspapers in 1965 and 102 newspapers in 1966. In some instances, there was multiple use of a paper. Magazine advertising was broadened to aim at some specific activities for visitors; notably, fishing, golfing, rockhounding and scenic areas. Although the magazine advertising campaign was nationwide, using 21 different magazines in 1965 and 41 in 1966, the bulk of the advertising was placed in western magazines or western editions of national magazines.

Because of the growing use of color television, Oregon's television ads were prepared in color for 1965 and 1966. They were used on stations in major cities in the West. Television and radio audiences for the two years are estimated at more than 25 million persons, with the majority of these being television viewers.

In addition to its own advertising campaign, Oregon joined with Washington and British Columbia in three advertisements in a major magazine inviting visitors to enjoy a "Two-Nation Vacation" in the Northwest.

As a result of the advertising campaigns, approximately 380,000 mail inquiries were answered by the Division during the biennium, using some of the two million brochures and maps published by the Travel Division during this period.

In addition to mail inquiries, brochures were distributed to visitors and potential visitors through chambers of commerce, automobile clubs, resorts and at travel shows in 10 major cities. Oregon's own colorful booth was used in travel shows in Los Angeles, San Francisco, Portland and Seattle. Oregon also joined with other members of the Pacific Northwest Travel Association in shows at several midwestern and southwestern cities.

In other activities with the Pacific Northwest Travel Association, each summer Oregon sponsors a two-week tour of the State for four travel writers from major magazines or newspapers to acquaint them with Oregon's vacation attractions and to provide material for articles in their publications.

During 1965 and 1966 three new brochures were printed and added to the growing list of travel information material: a directory of Visitor Information Centers throughout the State, with maps and information; a boating guide, listing boat launching ramps and other information on boating in Oregon;

and, as a part of a special campaign to extend the tourist season, a brochure on fall vacations in Oregon.

A complete revision of the Travel Division's major booklet, "Oregon, Cool Green Vacationland", was made during the biennium, along with revisions of several other of the more than 20 brochures published by the Division.

Two new movies were added to the Travel Division's film library. "Reel Fun in Oregon", a film showing fishing activities throughout the State, won a Citation of Merit in the National Outdoor Travel Film Festival. "Parks are for People", a movie on Oregon State Parks' scenery and activities, has not been entered in any contests, but has won critical acclaim on the local level and has been shown on several television programs across the nation. These films and the Division's other two films on Oregon were shown to more than 600 clubs and other groups during this biennium, including several regional or national television showings.

The Travel Division's photo files were expanded with the addition of approximately 600 new photos. From these files, several thousand black and white photos were sent to newspapers, magazines and other publications to help publicize Oregon, and hundreds of color transparencies were loaned for a similar purpose.

The Capitol Guide Service, operated under the supervision of the Travel Division, provides visitors to the State Capitol Building with information and literature. During the vacation season, and when legislature is not in session, guides take small groups through the Capitol. The legislative process is explained as the visitors enter the House and Senate Chambers. A narrative on Oregon's history is also given.

Students from schools throughout the State visit, literally by the thousands, while legislature is in session. The Speaker of the House and the President of the Senate acknowledge the visiting school. If advance notice is given, the Guide Service arranges for one of the appropriate dignitaries, a Representative or a Senator, to talk to the group.

During this biennium, over 110,000 visitors registered at the Capitol.

The in-state activities of the Travel Division were increased during the past two years. The most notable innovation was the opening in May 1966 of Oregon's first state-operated information center on Interstate 5 between Ashland and the California border. The second information center is scheduled for opening on August 1, 1966, at the south end of the new Astoria Bridge across the Columbia River. Both centers will be staffed with full-time personnel to direct visitors to areas of interest. The two centers are the first of several planned to be located at major highway entrances to the State.

In addition to these centers, the Travel Division has joined with local chambers of commerce in maintaining more than 45 visitor information centers in chamber offices or other locations which provide travel information to tourists. These offices are certified as official information centers by the Travel Division and the Oregon Chamber Executives Association and are operated by the local chambers.

In 1964, Oregon initiated an annual Travel Clinic for individuals or groups related to the tourist industry. These clinics hold general discussions, have special programs with speakers from various fields of travel information, and undertake to deal with problems in the field. The success of this program is commendable and has been emulated by several other states. The Oregon clinic is sponsored by the Travel Division and Oregon Chapter of the Pacific Northwest Travel Association.

The first Visitor Information Center opened on Interstate 5 near the Oregon-California border. Additional travel and vacation information centers will be located at major highway entry locations throughout the State.

The Travel Advisory Committee members for the 1965-67 biennial period are Chairman Frank Loggan, Eugene; Robert Booth, Eugene; Robert R. Carey, La Grande; J. W. Forrester, Jr., Pendleton; John H. Gallagher, Jr., Corvallis; George M. Henderson, Portland; Frank Jenkins, Klamath Falls; Fred E. Kiddle, Island City; Cliff Knodell, Albany; Howard Lane, Portland; Gerald T. Latham, Medford; William L. Mainwaring, Salem; William Manion, Seaside; Arden X. Pangborn, Portland; Charles V. Stanton, Roseburg; William E. Walsh, Coos Bay; Marion T. Weatherford, Arlington; and Thomas F. Young, Baker.

PERSONNEL DIVISION

The successful operation of any industrial or government organization requires two predominant factors: technical competence and the efficient management of people. An employee of the Highway Department brings many expectations to the job with him. It represents his hope for the future in terms of opportunity for personal growth, economic security, advancement, prestige and his place in the community. In terms of time spent, the job is the major factor in the employee's life. It is the aim of the Personnel Division, so far as employment in the Department can provide it, to see that there is maximum opportunity for the fulfillment of these expectations.

The personnel policy is simple and it has been found effective; namely, the responsibility and moral obligation of serving employees frankly, fairly, and according to the merit principle in all employment problems and situations while fulfilling the Department's obligations of loyalty and service to the public.

Because of the rapid change in economic conditions, four thorough salary surveys of other western public jurisdictions were made during the biennial period.

Increased salary ranges were established for engineering and related classifications in the fall of 1964, and adjustments in salary ranges for maintenance and other classifications were made in January 1965.

The Highway Position Review Board with the Deputy State Highway Engineer as chairman and the three Assistant State Highway Engineers and Personnel Director as members, continued to meet regularly to consider requests from all divisions to fill vacant positions, reclassify, or establish new positions.

During the biennium the Department established a new Highway Engineering series to replace the old Civil Engineering series which had been in use for 20 years. Two additional classifications were added and the new Highway Engineering series has ten levels of classifications as contrasted to eight levels under the old Civil Engineering structure. Also, the Department replaced an obsolete and cumbersome maintenance man classification plan which previously had 58 working titles. The new system of maintenance employee classifications has only four levels and is considered an improvement and benefit to both the employee and the Department.

Total placement of personnel in all categories increased over 300 from the last biennium with 2,468 individuals being placed in various positions. The

The Personnel Division keeps Highway employees well informed through a wide variety of publications.

average number of employees during the two years was 3,869.

The number of engineering contracts increased considerably during the biennium, but the total number of personnel decreased slightly to 1,270 from the previous biennium total of 1,281. The average turnover for engineers increased from 2.82% per month in 1960-1964, to 2.99% for this biennium. The average turnover for all classifications was 2.89% per month. In a very competitive engineering labor market, the Department continued to have difficulty in obtaining graduate and experienced professional engineers.

Confronted with a new state-wide collective bargaining statute for public service, the Department was actively engaged in all the preliminaries necessary for this new procedure. Active in making recommendations and participating in all public hearings conducted by the Civil Service Department —the Department was instrumental in establishing a workable set of bargaining rules. The Personnel Director was appointed as the principal negotiator for the Department, and at the close of the biennium preparations were being made by employee groups for a representation election.

The Highway Department continued to lead all State agencies in number of employee suggestions during this biennial period. Highway employees submitted a total of 148 suggestions, and awards totaled $3,256.

During the period, 107 honorable service awards were presented to retiring employees. Predictive figures indicate that 332 employees will retire during the next 5 years. A total of 741 service emblems were presented to employees for service ranging from 10 years to 45 years in the Department.

An employee magazine, *Personnel Observations,* and a newsletter, *Personnel News Briefs,* were distributed to employees periodically as an aid to better communications within the Department.

During this period a special eight-man committee was established by the Civil Service Department to review all job performance evaluation systems in all State agencies and to establish guide lines to be used by all agencies in rating the performance of the employee. The Highway Department was represented on the board, and many of the methods and procedures used by Highway were established for use by other agencies.

The 3,800 employees of the Department are rated annually as to their efficiency on a form which is of the numerical, performance trait type. This form is initiated by the immediate supervisor. The rating is reviewed and is adjusted by at least two Highway supervisors; the Personnel Division then adjusts all scores statistically to conform to a predetermined average and a fixed deviation from this average. The job performance evaluation is used to determine eligibility for salary increases, to determine order of layoff, and is part of the score in promotional examinations.

Training, particularly in technical areas, was emphasized during this period. The training of graduate civil engineers has not been formal, but all supervisory engineers are instructed to conduct on-the-job training for these men. Special courses in "The Review of Civil Engineering" were arranged by the Department for those preparing for professional registration examinations; and a number of other technical courses were arranged. In the administrative area, Highway employee participation in Civil Service sponsored courses in work analysis and improvement, supervision, communications, and middle management training was heavy.

The Department "Share the Tuition Plan" for employees taking night classes relating to their work was successful, with 338 employees completing classes and the Department sharing tuition in the total amount of $5,007.

A program was established in the Construction Division whereby two days each month for the months of November, December, January, February and March have been designated for field engineering crew training sessions. The training sessions range from safety to such matters as the care and use of transits, levels, chains and other field equipment.

SAFETY

During the past biennium, a number of improvements were initiated in the accident prevention program. One of the most noteworthy was the writing, printing and distribution of a Department Safety Code book. More than 100 full pages of detailed codes encompass safety laws of the State Compensation Department, Department of Motor Vehicles, and safety policies of the State Highway Department. More than two years of research by members of the Safety Section were involved in compiling the book. It appears to be the first complete, detailed safety code specifically tailored to Highway Department operations which has been published anywhere.

With the use of Super 8 movie equipment, audio-visual safety training was enlarged upon with excellent results during the biennium. Whenever safety representatives are traveling the State's highways, their vehicle is equipped with a movie camera, mounted on the dashboard. Upon seeing work activity, the camera is set in motion to record on film the traffic warning devices and work procedures.

During the summer months the Super 8 movie film is edited into an interesting program of good and poor safety practices which is shown at safety meetings the following fall and winter. Each year new films and new programs are used. Department supervisors throughout the State have indicated the film is far more effective than the standard, regular safety lecturing.

During 1965, Regional Safe Driving Awards were handed out to section maintenance crews who had driven the most miles in the most hazardous traffic conditions for the particular regions. With four regions represented, Salem earned the Urban Region Award; Forest Grove won the Rural Region West of the Cascade Mountains Award; Hereford won the Rural Region East of the Cascade Mountains Award;

and the Austin maintenance crew won the Snow Section Award.

The beautiful Regional Safe Driving Awards were designed by the Engineering Graphics Section and were presented by the respective Division Engineers at special dinner meetings held for the crew members and their wives.

Early in 1966, each Division Engineer was asked to appoint a Division Safety Officer to promote more activity in accident prevention out in the field. The Division Safety Officers will be closely involved in accident investigation work within their divisions and follow through when unsafe acts or procedures are brought to light.

During 1964, the State Highway Department suffered 347 vehicle accidents, of which 143 were considered preventable. The Department's vehicles traveled a total of 28,108,695 miles during that period. In 1965, Highway vehicles traveled a total of 31,511,008 miles and sustained 315 accidents, of which 144 were preventable.

PUBLIC INFORMATION

The lives of more people in the State of Oregon are probably affected by the day-to-day activities of the State Highway Department than those of any other department. The biennial budget of the Highway Department, exceeding $300 million, is indicative of the scope of its operations. Because of the extent of these operations and their effect on the livelihood of the State, its activities are of vital concern and come under close scrutiny.

The primary function of the Public Information office of the Highway Department is to keep the people of the State advised of highway activities. Internal information is also important to a smooth functioning organization, and every effort is exerted to keep Department employees aware of activities within the Department. No longer are highway activities confined to a single state; with the Interstate System, they are now nation-wide. To successfully accomplish this task of informing the people calls for the utilization of all media of communication.

The primary means of disseminating the Highway story is by means of news releases. During the past biennium, more than 570 news releases were prepared and distributed to all news media, including radio and television outlets. Often accompanying these stories were photographs and film clips. In many instances, requests for detailed stories from special interest publications were received, and the required material was furnished. As the activities of the Highway Department increasingly affect the State's economy, requests for speakers from the Department increase. In addition, highways became a popular topic for other speakers, and background material was provided to persons inside and outside of the Highway Department to be used in public addresses.

"Behind the Shield," a 20-minute documentary film in color and sound, depicts the activities of the entire Highway Department, and was produced and distributed for world-wide viewing. Because of its complete coverage of Department activities, the film is used in the indoctrination of new employees. Other films produced by the Highway Department, featuring specialized areas such as engineering and parks, were in great demand. Requests for their use were received from many foreign countries.

Communications is a two-way street. Not only is it important that the people of Oregon know about the operations of the Highway Department, but it is also imperative that Department officials be kept aware of public reaction to their decisions. To facilitate this exchange of feelings, the Public Information office publishes a daily news summary, unofficially dubbed, "The Highway Clipper," which contains reproductions of news stories, editorials and letters to the editor gathered from papers throughout the State. Averaging four pages daily, it is distributed to the Highway Commission, Advisory Board members and to restricted Department personnel throughout the State.

The devastating floods of 1964 and 1965 and their resulting multimillion dollar damage to the State Highway System were the source of world-wide interest. Special news material and photographs were prepared both during and following the flood as there was as much interest in the rehabilitation work as in the flood itself. The importance of the Highway System was forcibly brought home to many people as they were isolated for varying periods by the raging waters. Through heroic effort, Department maintenance crews restored roads in record-breaking time. For their Herculean performances, these maintenance crews won wide acclaim.

To be fully abreast of activities, personnel of the Public Information office attend all scheduled meetings of the Highway Commission and assist members of news media staffs by distributing prepared releases on specific agenda items. Information is also furnished to media representatives who cannot attend the meetings. The Information Officer also participates in the annual tours of the Commission and the Parks and Recreation Advisory Committee.

Coming into increasing demand are the models and displays of future highway construction and wherever exhibited they are the cause of much comment. Like any major operation, this office is the recipient of numerous telephonic queries in addition to many letters requesting information. Every effort is exerted to answer each one promptly and thoroughly. Highway development provides a great field for study; consequently, many requests for detailed information concerning highway programs are received from teachers and students, ranging from elementary through college. Provisions are also made to take groups on conducted tours through the various branches of the Highway Department, including the Division and Maintenance Shops in the field.

A booth is sponsored annually at the State Fair, and every effort is expended to make each succeeding one different and to depict another phase of Department activity. Frequently, special pamphlets

Each year the Highway Commission sponsors a booth at the State Fair to provide information on Highway Department operations.

and brochures are produced and distributed, usually featuring a Department activity of vital concern to the public. Booths are also sponsored at other fairs and expositions.

As required, special publications are produced and distributed by various means. One such publication was a fact sheet detailing construction activities on the Astoria Bridge, a major Department project attracting wide interest. An annual publication is a summary of Highway Department activities for the calendar year, which is distributed at year's end to news media representatives. It assists them in the preparation of their year-end reports to their readers. Special news releases announcing public hearings concerning planned highway construction, Scenic Area Board hearings and similar activities are prepared and distributed.

As the people of America take to the highways in increasing numbers, their desire to know more about what is happening in the planning and development of these vital arteries will increase. It is the task of the Public Information office to keep the public informed of these activities which play so important a role in their everyday lives.

COMMISSION SECRETARY

The Highway Commission Secretary is responsible for keeping complete and accurate records of all meetings, transactions and business of the Commission. All records, contracts, documents, minutes and other papers of the Commission are kept on file. The official seal of the Commission is also kept in the custody of the Secretary for use on all contracts and other papers or documents as may be appropriate or necessary.

The Secretary's office handles the prequalification of contractors. The size of project each contractor is able to handle satisfactorily is determined through investigation by the Secretary's office. Those contractors who meet the basic requirements are qualified to bid on all contracts within the specified size and limitations.

When a contract is awarded by the Commission, the Secretary forwards contract forms to the contractor for execution and bonding. After construction begins, claims for labor and materials against the contract are recorded and the contractors and their surety companies are notified of such claims.

All Salem Highway Building mail is received and distributed to the proper divisions by the Secretary's office through its mailing section.

TECHNICAL LIBRARY AND GENERAL FILES

The Commission Secretary has under his supervision a technical library and general files.

The technical library maintains material covering all phases of engineering, general reference books, monthly periodicals, and reference material for secretaries and clerical employees. The library's services are available to all Highway employees throughout the State. At the present time there are approximately 7,000 catalogued volumes in the library, supplemented by approximately 80 periodicals. During each biennial period requests for over 10,000 books and periodicals are filled.

Interlibrary loan service for material which may be borrowed is available through the technical library from most libraries throughout the United States.

The general files for Commission and administrative records are handled by three employees. Valuable records dating back to the beginning of the Highway Commission's history in 1917 are filed and maintained in this office. Files of lesser importance are kept for a given period of time and then discarded to avoid accumulation of records that are not of any value.

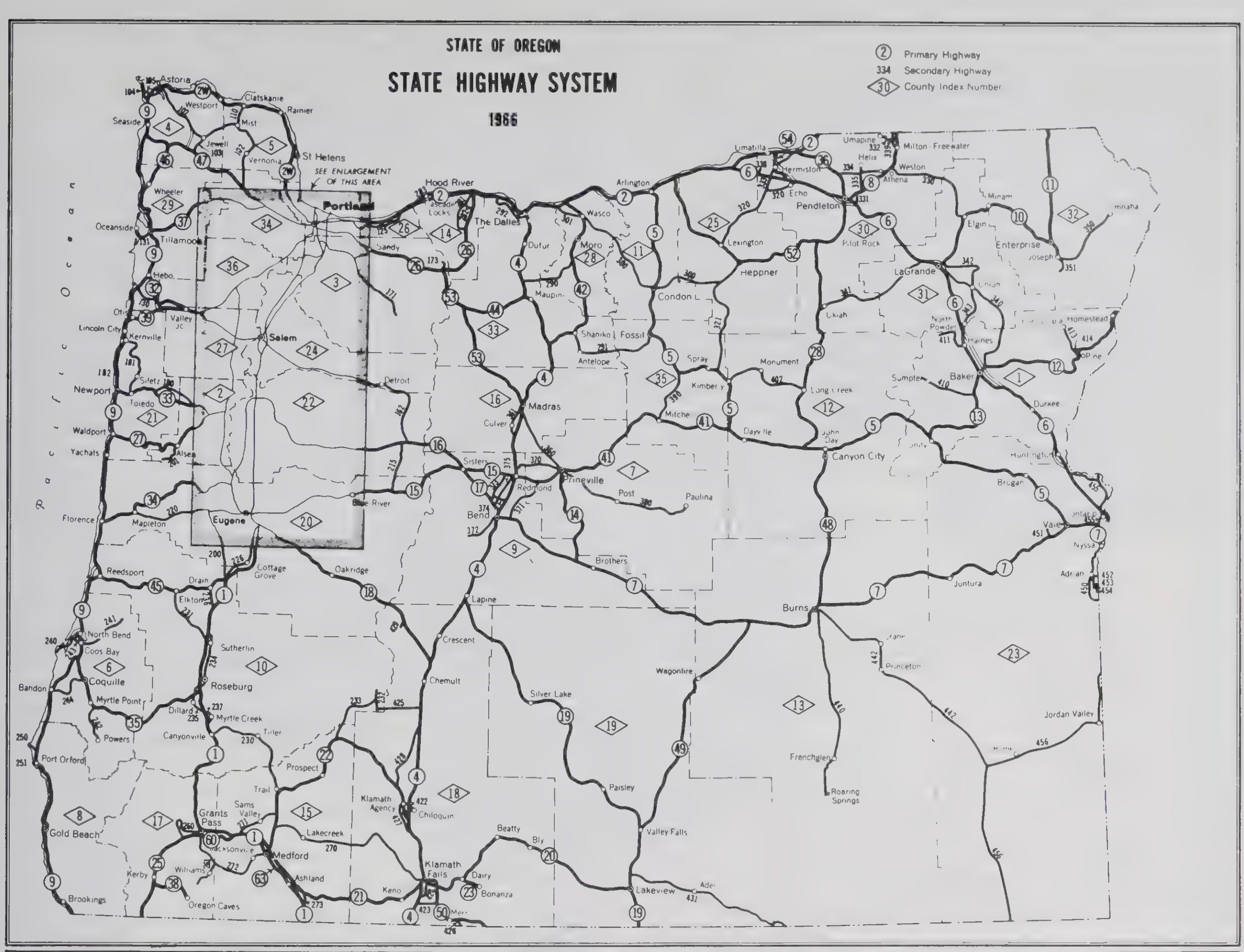
During the biennial period, over 100,000 requests for files from this office were filled.

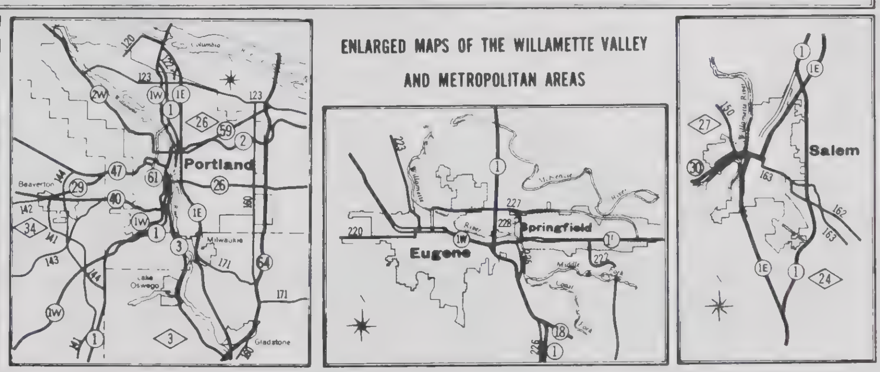
MANAGEMENT ANALYSIS DIVISION

The management improvement function within the Oregon State Highway Department is a total program involving all administrators and supervisors. The responsibility for the over-all program rests with the State Highway Engineer, and all unit heads are expected to continually examine their operations to update and improve procedures and to reduce costs wherever possible.

The Management Analysis Division employs three full-time analysts who report directly to the State Highway Engineer for project assignment and coordination. The services of this section may be made available to administrators on request to assist them in their management improvement efforts.

The management analysts conduct special studies and make recommendations relative to organizational alignments, employee productivity, equipment utilization, and work simplification and procedures. Among continuing administrative programs coordinated by the management section are forms control, records management, and space utilization and assignment.





COUNTY INDEX

1 BAKER	7 CROOK	13 HARNEY	19 LAKE	25 MORROW	31 UNION
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STATEWIDE DISTRIBUTION OF HIGHWAY CONTRACT WORK

DISTRICT 1

DISTRIBUTION OF HIGHWAY CONTRACT WORK

DIVISION

1965
1966

0 5 20 50

Scale in Miles

TABULATION OF CONSTRUCTION PROJECTS CONTRACTED BY THE OREGON STATE HIGHWAY COMMISSION DURING THE 1965 - 1966 BIENNIUM

DIVISION I

STATE HIGHWAY CONSTRUCTION PROJECTS

Route Number	Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
80N	1	Cascade Locks-Mitchell Point	Grading, Paving, Structures and Screen Planting	$11,326,000	4
US 26	2	Strassel U'xing-Buxton Jct.	Grading and Paving	348,700	1
US 26	3	Cornelius Pass-Cedar Hills Blvd.	Grading, Paving, Structure and Roadside Improvement	1,670,000	3
US 26	4	Powell Valley Rd.-Sandy	Grading, Paving and Structure	2,890,000	2
US 26	5	Zigzag River Bridge	Slope Protection	39,900	1
US 30	6	Deer Island-Columbia City	Grading and Paving	72,900	1
ORE 10	7	Jamieson Rd.-Raleigh Hills	Grading and Paving	148,200	1
ORE 213	8	Columbia Blvd.-Alberta St.	Roadside Improvement	83,600	1
ORE 213	9	Lake Road Interchange	Grading, Paving and Structure	455,200	1
ORE 217	10	12th St.-Allen Ave. (Beaverton)	Grading and Paving	43,500	1
Beaverton-Tigard	11	Beaverton-S. Tigard Interchange	Grading, Paving and Structure	4,405,000	3
Swift	12	Columbia Blvd.-Union-Swift Interchange	Grading and Paving	52,300	1
5 Highways	....	Division I Paving (Multnomah and Washington Counties)	Paving	178,800	1

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

County	Project Name	Type of Construction	Construction Cost
MULTNOMAH			
Marine Drive	Blue Lake-Sundial	Base and Paving	$ 326,000
N.E. 122nd Ave.	Marine Drive-N.E. Shaver St.	Grading and Paving	203,800
S.E. 122nd Ave.	Powell Blvd.-Ellis St.	Grading and Paving	230,300
S.E. 162nd Ave.	S.E. Division-E. Burnside	Grading and Paving	291,000
Foster Rd.	S.E. 102nd-S.E. 125th	Grading and Paving	272,000
WASHINGTON			
S.W. 145th Ave.	Jenkins Rd.-Beaverton	Grading, Paving and Bridge	652,600
COLUMBIA			
Pittsburg-St. Helens Rd.	Milton Creek Bridge	Structure	36,800

SPECIAL $250,000 CITY ALLOTMENT PROJECTS

City	Type of Construction	Construction Cost
Tualatin (Nyberg Rd.)	Grading and Paving	$ 11,600
Sandy (First Ave.)	Grading and Paving	23,500
Cascade Locks (Forest Lane)	Paving	13,500
North Plains (Hillcrest Ave.)	Grading and Paving	18,200
Estacada (N.E. 2nd)	Grading and Paving	14,600
Molalla (Hart Avenue)	Grading and Paving	18,900

DIVISION I

Division I is the most heavily populated of the five divisions in the State, bounded on the north by the great and mighty Columbia River; the east, by the majestic snow-capped Mt. Hood with her playground of winter sports; and the south and west, by the fertile Willamette and Tualatin Valleys. Visible from Portland on a clear day are Mt. Hood, Mt. Adams, Mt. St. Helens and Mt. Rainier along the Cascade Range.

Included within Division I boundaries are Multnomah, Clackamas and Washington Counties, and parts of Hood River, Wasco, Columbia, Clatsop, Tillamook and Yamhill Counties, with Portland as the hub. The division has approximately 550 miles of State Primary and 320 miles of Secondary Highways; approximately 180 miles of these highways are of four-lane construction. An average traffic volume of approximately 200,000 cars a day use the highways in this division.

Because of the workload in this division the past two years, another Assistant Division Engineer was added to the staff. There now are 12 Resident Engineers to handle the location surveys and engineering on highway and structural contracts.

A location survey is now under way on the East Portland Freeway (I-205) which leaves I-5 at Avery Road near Tualatin and passes through the lower Tualatin River Valley to the Willamette River at West Linn. A major structure will span the Willamette River between West Linn and Oregon City. The route will then pass east of Gladstone, utilizing the existing Cascade Freeway with some modifications. At Lake Road it will swing easterly and pass through the Portland area in the vicinity of 96th Avenue. A crossing of the Columbia River near the downstream end of Government Island will connect with the Washington portion of the route. The route returns to Interstate 5 north of Vancouver.

The portion of the route through the Tualatin River Valley is being designed with the opposing traffic lanes independent of each other in both vertical elevation and horizontal alignment. Median areas will be provided wide enough to preserve much of the natural growth and to provide space for slopes and landscaping, presenting interesting variations of contour and texture. The roadway is designed to reveal to the motorist a frequently changing view of the natural scenery as well as the landscaped roadside areas. Variety of view adds interest to freeway driving and serves to keep the driver alert.

Another outstanding survey in the division is the relocation of the Clackamas Highway from McLoughlin Boulevard to S.E. 82nd Avenue. This four-lane facility will relieve the congested Harrison Street and Lake Road in the Milwaukie area. The Highway Commission has authorized the purchase of right of way along this line.

Other surveys in progress during this biennium are the Forest Grove Bypass and the Tualatin Valley Highway relocation between Forest Grove and Yamhill County Line; also, six-laning of Interstate 5 from North Tigard Interchange to the Hubbard Interchange, and location for four-laning Portland to Columbia County Line on the Lower Columbia River Highway.

The Powell Valley Road-Duncan Road and the Duncan Road-Sandy Sections of the Mt. Hood Expressway were completed during the biennium. This four-lane facility involved grading and paving 10.48 miles of new roadway, as well as construction of a grade separation at Boring Road. This new facility leaves the old, narrow, poorly aligned highway US 26 some 1.5 miles easterly of Gresham in favor of a more scenic and efficient route located in the fertile farming area south of the original highway. The motoring public is now able to travel with a greater degree of safety and speed through this area. The easterly end of this project is in the City of Sandy with a one-way couplet system being provided through the business district of Sandy. Exclusive of right of way, the cost of this construction was $2,900,000.

One problem of highway engineering is illustrated by this section of I-80N at Shell Rock Mountain, showing the narrow right of way available to serve a 4-lane highway, a railroad, and utility lines.

A contract was awarded during this biennium for grading and structures on the Cascade Locks-Mitchell Point Section of the Columbia River Highway. The project was 90% complete at the end of this period. This is a very difficult construction project as the available right of way is limited through this area. On the north there are the

Viento State Park Interchange on I-80N will be located at this point upon completion of the railroad relocation along the Columbia River.

railroad and the Columbia River to contend with, and on the south are steep mountain sides. Six miles of railroad had to be relocated to make room for this four-lane divided facility. Of the three-million yards of excavation, approximately one-half was rock which had to be blasted out of the cliffs. This created a problem in keeping traffic flowing, as this highway carries approximately 6,000 cars daily. For the most part, traffic was not tied up in excess of thirty minutes. When a section of rock was blasted at Summit Creek on this contract, a huge boulder 15 feet in diameter dislodged and rolled across the highway under the Western Union line and lodged on the railroad. Due to the quick thinking and fast work of the contractor, this rock was removed from the railroad track and the rails were repaired by the railroad crew between trains. This $7,200,000 contract has been under way for 1½ years and will be completed about one month ahead of schedule.

The balance of the grading, paving and signing of this section was contracted in June of 1966, at an estimated cost of $3,900,000. The project is scheduled for completion by the fall of 1967 or early 1968.

During this biennium three contracts were let on the Beaverton-Tigard Highway in the amount of $4,400,000 for grading, paving, structures and signing between Beaverton and the Portland-Salem Freeway, Interstate 5. When this highway is completed, it will connect the Sunset Highway at Cedar Hills to the Portland-Salem Freeway near Haines Road just south of the Tigard Interchange. It runs just east of Tigard, through Progress, east of Beaverton to the connection of the Sunset Highway at the Cedar Hills Interchange when constructed.

Other projects under construction at the end of this biennium are the West Slope-Beaverton Section grading and paving on the Tualatin Valley Highway; Cedar Hills-Boulevard Interchange grading, paving and structure on the Sunset Highway; and improvements to the McIver State Park on the Clackamas Highway and the Ainsworth State Park on the Columbia River Highway.

In Division I there are three maintenance districts operating with a complement of 156 employees and one bridge superintendent with two bridge crews employing sixteen men. This division also operates two drawbridges, the Steel Bridge across the Willamette River in the City of Portland, employing ten men, and the Interstate Bridge across the Columbia River between Portland and Vancouver, employing fifteen men. Both of these bridges are on 24-hour operations. The Interstate Bridge is now undergoing a new paint job, which should be completed by March 1967.

The three maintenance superintendents in this division have carried on highway widening projects too small to be contracted. During this biennium approximately 36 miles of shoulder widening, paving and oiling have been completed over and above the normal maintenance. Approximately 75 acres of landscaped areas have been turned over to this division for maintenance. This keeps an eight-man crew busy the year round.

In addition to the above work, the better part of six months in 1965 was devoted to repairing the 1964 Christmas Flood damage to highways which cost the State untold man-hours and approximately $3,000,000 to restore to normal traveling condition just in this division. The greatest damage was done to the Upper Clackamas, Mt. Hood and Columbia River Highways.

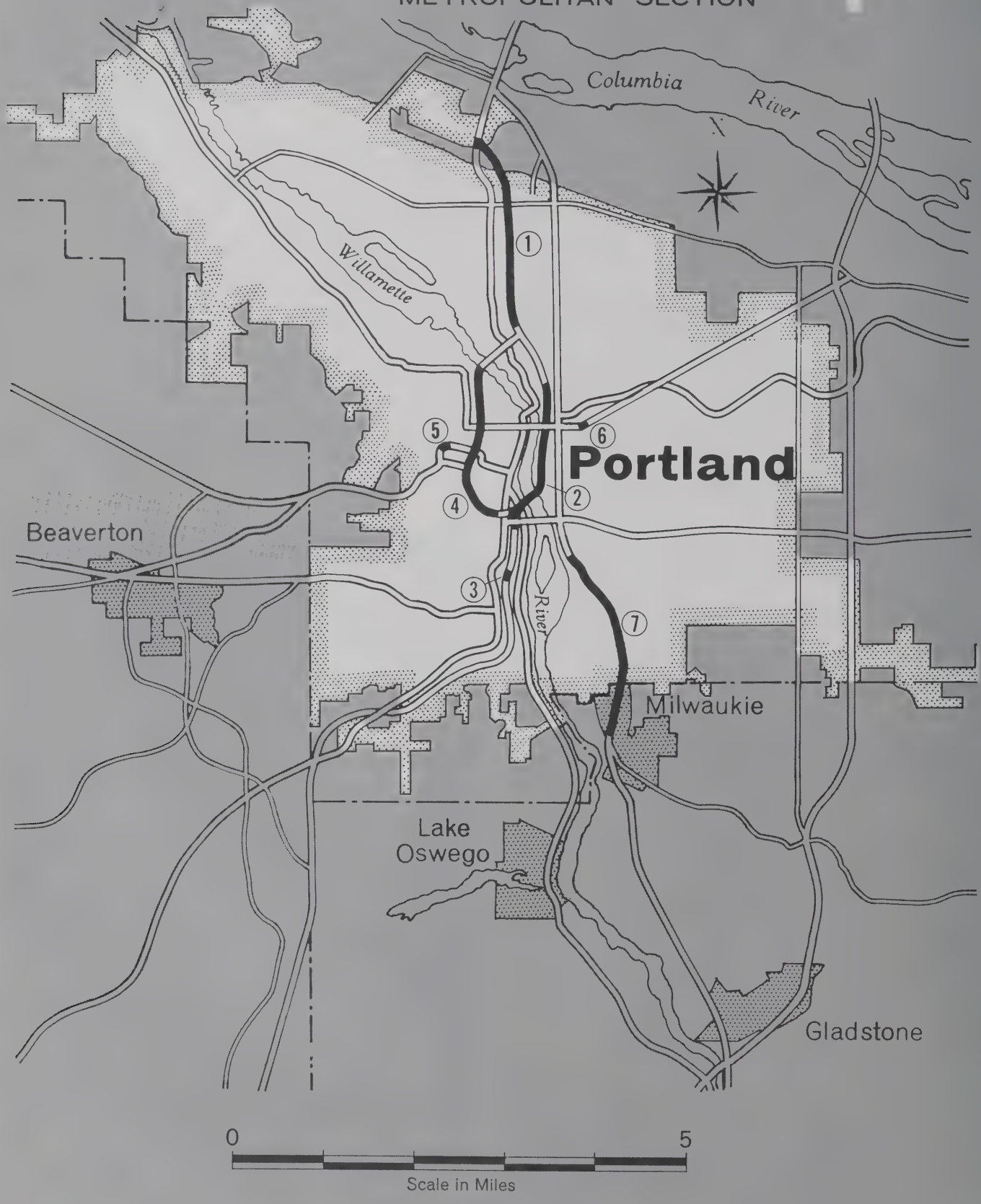
The road approach and a 47-foot section of the Carter Bridge over the Clackamas River on Oregon Route 224 were destroyed by the December 1964 flood.

DISTRIBUTION OF HIGHWAY CONTRACT WORK

DIVISION 1

1965
1966

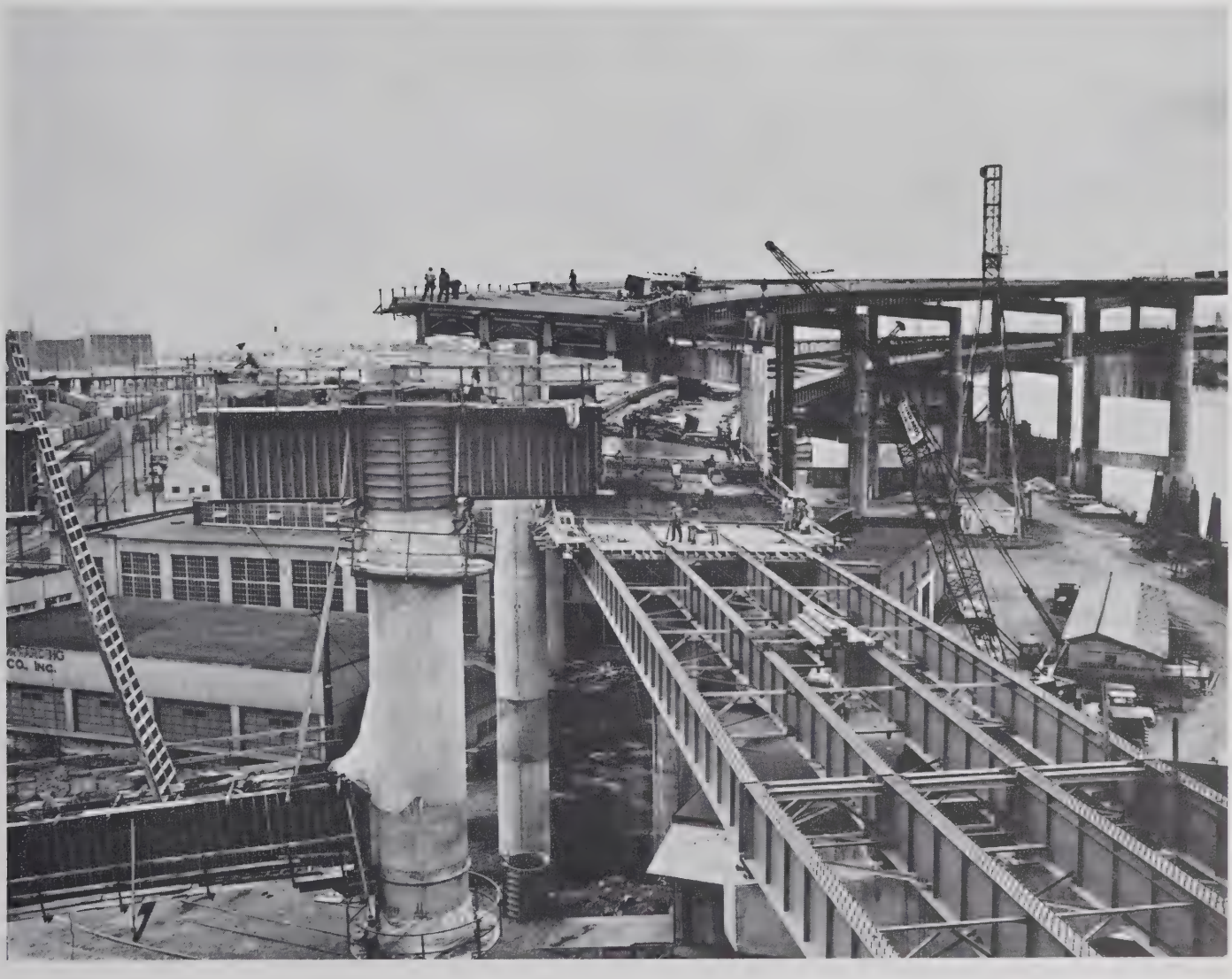
METROPOLITAN SECTION



TABULATION OF CONSTRUCTION PROJECTS CONTRACTED BY THE OREGON STATE HIGHWAY COMMISSION DURING THE 1965 - 1966 BIENNIUM

METROPOLITAN SECTION

Route Number	*Map Reference Number*	*Project Name*	*Type of Construction*	*Construction Cost*	*Number of Contracts Awarded*
I-5	1	Minnesota Freeway	Pedestrian Overcrossing and Roadside Improvement	$ 569,900	4
I-5	2	Eastbank Freeway	Grading, Paving, Structures, Signing, Illumination and Building Construction	4,600,000	2
I-5	3	Slavin Road	Slide Correction	68,000	1
I-405	4	N.W. Thurman-Ross Island Bridge	Grading, Paving, Structures, Signing, Illumination and Roadside Improvement	18,010,000	9
US 26	5	Vista Ridge Eastbound Tunnel	Tunnel, Grading, Paving and Structures	4,804,700	1
US 30	6	12th Avenue Intersection	Grading, Paving, Signing and Signals	48,600	1
US 99E	7	S.E. Holgate Blvd.-Jefferson St.	Traffic Signal Installation	78,000	1



Upon completion of the approaches to the Marquam Bridge in the fall of 1966, Interstate 5 traffic will be able to travel through Oregon without stopping for a traffic signal.

METROPOLITAN SECTION

The Metropolitan Section was established in 1958 as a division within a division to handle the complex problems associated with Highway construction in the Portland area. It is entirely surrounded by Division 1, which handles maintenance for the entire area.

Although the Metropolitan Section is responsible for location, design and construction of assigned projects on all State highways within its boundaries, most of the work concerns freeways constructed under the Federal Interstate Highway Act of 1956. Oregon's two major Interstate Freeways, I-5 and I-80N, intersect within this section. In addition, all of I-405, which is the West Portland Bypass of I-5, and ten miles of I-205, the East Portland Bypass of I-5, are within its jurisdiction. Cost of construction work currently under contract or proposed as part of the complete Interstate System is estimated to be $138 million within the Metropolitan area.

During the biennium, this section performed work on seven major location surveys, including connections from the Fremont Bridge to St. Helens Road, widening McLoughlin Boulevard from the Ross Island Bridge to S.E. Reedway Street, and upgrading the Banfield Freeway between 122nd Avenue and Sundial Road. Four grading and six bridge contracts were completed at a total construction cost of $25,487,000. In addition, two contracts for highway illumination, three contracts for roadside landscaping, three contracts for traffic signals, two contracts for building demolition, and one contract for a pedestrian footbridge were completed at a total cost of $810,000.

Under way at the close of the biennium were five bridge contracts, one traffic signal project, one tunnel contract and one roadside landscape contract totaling $28,532,000.

In August 1964, the four-lane improvement of the West City Limits-St. Johns Bridge Section of the Lower Columbia River Highway, US 30, was opened

An aerial view of Portland showing the Banfield Interchange at the junction of I-5 and I-80N.

Traffic will soon travel over the S.W. Broadway-S.W. Montgomery unit of the Stadium Freeway (I-405) in Portland.

to traffic. This relieved the congestion on this highway in the vicinity of the Linnton District. The north and south connections from the Eastbank Freeway to the Morrison Bridge were opened in October 1964; and in December 1964, the Minnesota Freeway was opened from Shaver Street to the Oregon Slough Bridge. In January 1965, the Grand Avenue Structure, just north of the east end of the Ross Island Bridge, was completed. This structure provided a direct connection between McLoughlin Boulevard and Grand Avenue, thus eliminating a hazardous Union Avenue-Grand Avenue connection at S.E. Stephens Street.

The first unit of the Stadium Freeway, I-405, termed the S.W. Broadway-Ross Island Bridge Section of the Stadium Freeway, was opened to traffic in October 1965. This provided direct connections to and from the Baldock Freeway to city streets at S.W. 4th, 5th, and 6th Avenues and S.W. Broadway. Opening this section of freeway relieved the congestion at Harbor Drive with its connection to S.W. Clay Street. The second section of I-405 is scheduled to be opened late in 1966. This section will extend the Stadium Freeway's connections to city streets to S.W. 14th and Montgomery Streets.

It is anticipated that the Marquam Bridge will be opened to traffic in October 1966. This will provide direct connections from the Eastbank Freeway to the Baldock and Stadium Freeways and will complete all of the Metropolitan Division's section of I-5, with the exception of a very small section immediately south of the Interstate Bridge.

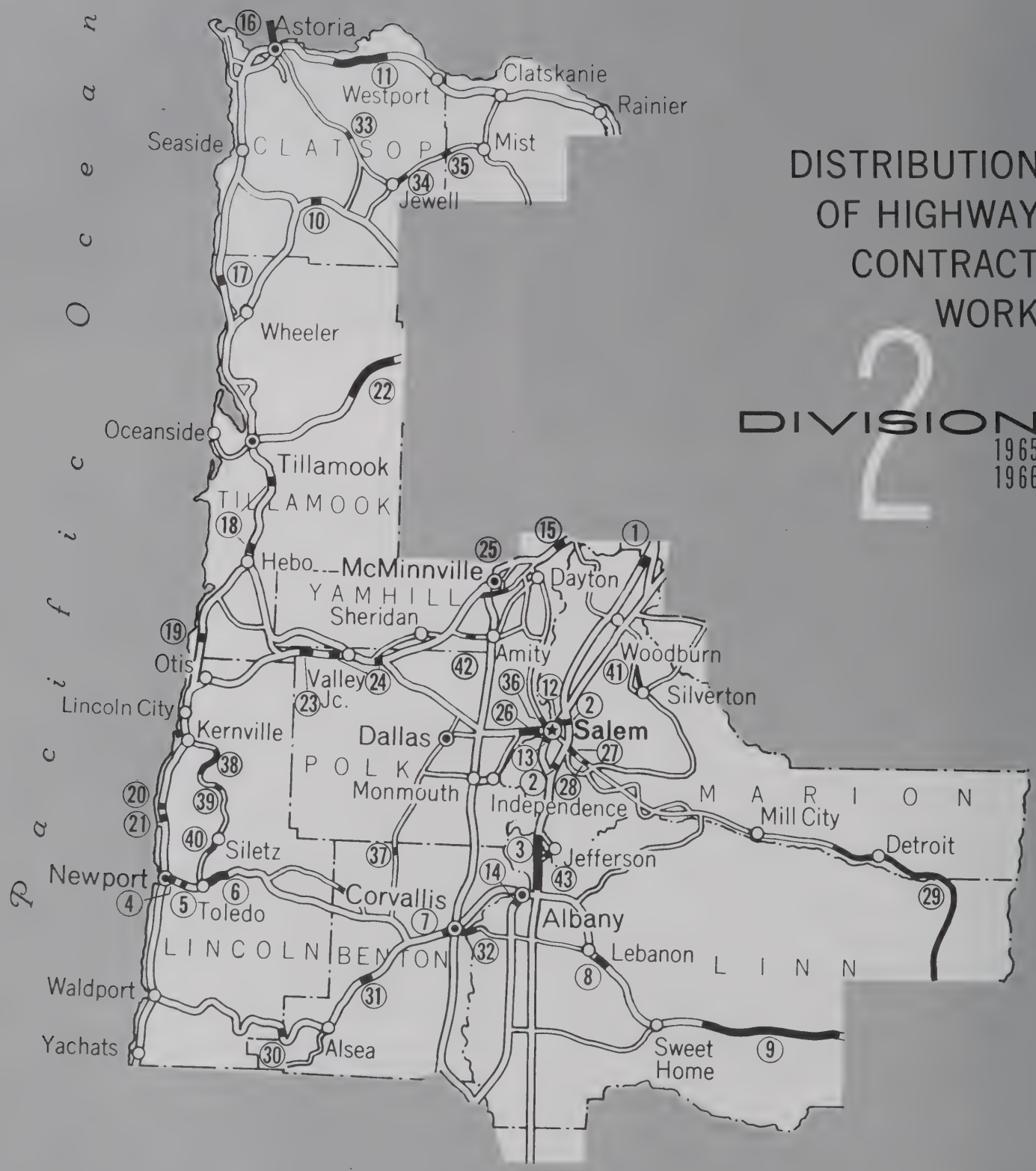
During the biennium, work was started on the eastbound tunnel through Vista Ridge. When completed, this will provide easy connections between the Sunset Freeway and the Stadium Freeway, thus eliminating the hazardous section of Canyon Road

A pedestrian walkway spirals over the on-ramp of the Lombard Street Interchange on the Minnesota Freeway in Portland (I-5).

between the Highlands Interchange and Jefferson Street. Work was also started on the $12.3 million Johnson Street-Montgomery Street Section of the Stadium Freeway, the largest single contract ever awarded by the Highway Commission.

After a hearing in September 1965, the route of I-205 was established on a corridor basis on the "Columbia River-96th Avenue-Baldock Freeway" route. At the close of the biennium, considerable location and planning work had been completed, and it is anticipated that right of way purchases will be started within a few months.

Future traffic on the Sunset Highway will enter downtown Portland through the Sunset Tunnel.



DISTRIBUTION OF HIGHWAY CONTRACT WORK

DIVISION 2

1965
1966

TABULATION OF CONSTRUCTION PROJECTS CONTRACTED BY THE OREGON STATE HIGHWAY COMMISSION DURING THE 1965 - 1966 BIENNIUM

DIVISION II

STATE HIGHWAY CONSTRUCTION PROJECTS

Route Number	Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
I-5	1	Wilsonville Rest Area	Grading, Paving and Buildings	$ 458,400	1
I-5	2	Salem Bypass	Screen Planting	2,800	1
I-5	3	North Jefferson Jct.-North Albany Jct.	Fencing, Storm Repair and Rest Area	378,700	3
US 20	4	Newport	Grading and Paving	28,200	1
US 20	5	M.P. 1.9	Slide Correction	80,700	1
US 20	6	Toledo-Pioneer Mountain	Grading and Paving	2,268,700	3
US 20	7	Corvallis Section	Roadside Improvement	126,100	1
US 20	8	Market Drive-Sodaville Road	Grading and Paving	461,400	1
US 20	9	Foster-Ram Creek	Storm Repair	170,500	1
US 26	10	Little N. Fork Nehalem River-Humbug Summit	Grading and Paving	791,700	1
US 30	11	Burnside-Rock Creek	Grading, Paving and Structure	3,977,000	2
US 99E	12	SPRR O'xing-Hollywood (Salem)	Grading and Paving	22,700	1
US 99E	13	12th St. Jct. (Salem)	Roadside Improvement	35,200	1
US 99E	14	SPRR O'xing-S. City Limits (Albany)	Paving	87,100	1
US 99W	15	Newberg-Dundee	Screen Planting	12,000	1
US 101	16	Astoria Bridge	Construct Oregon Approach, Complete Pier Contract and Riprap Piers	7,747,000	4
US 101	17	Neahkahnie Mtn. Slide	Storm Repair	84,900	1
US 101	18	Hebo Section	Storm Repair	21,700	1
US 101	19	Cascade Head	Storm Repair	241,600	1
US 101	20	Rocky Creek	Slide Correction	25,700	1
US 101	21	Beverly Beach	Slide Correction	15,600	1
ORE 6	22	Jordan Creek-McNamers Camp	Storm Repair	35,700	1
ORE 18	23	Murphy Hill Section	Grading and Paving	688,100	1
ORE 18	24	Grand Ronde-Willamina	Screen Planting	15,700	1
ORE 18	25	McMinnville Section	Roadside Improvement	55,300	1
ORE 22	26	Independence Jct.-Salem	Grading and Paving, 4-Lane	1,722,700	1
ORE 22	27	Lancaster Drive-Gaffin Road	Grading and Paving	118,100	1
ORE 22	28	Joseph Street Interchange	Grading and Paving	64,000	1
ORE 22	29	Sardine Creek-N. Santiam River	Grading and Paving	1,745,300	1
ORE 34	30	Digger Cr.-N. Fork Alsea River	Storm Repair	44,700	1
ORE 34	31	Alsea Mtn. Section	Grading and Paving	977,800	1
ORE 34	32	Willamette River-Orleans	Grading, Paving and Bridge	1,102,200	1
ORE 202	33	Klaskanine River	Bridge	65,000	1
ORE 202	34	Nehalem River (Jewell)	Bridge	281,200	1
ORE 202	35	Nehalem River (Vesper)	Bridge	265,500	1
ORE 221	36	Orchard Heights Road-Edgewater St.	Grading, Paving and Roadside Improvement	364,800	2
ORE 223	37	Luckiamute River (Kings Valley)	Bridge	143,500	1
ORE 229	38	Skunk Creek-Skalada Creek	Storm Repair	208,000	1
ORE 229	39	Euchre Mtn. Section	Storm Repair	155,300	1
ORE 229	40	Siletz Slide Correction	Storm Repair	112,700	1
Hillsboro-Silverton	41	Mt. Angel-Silverton	Grading, Paving and Structure	844,000	1
Bellevue-Hopewell	42	South Yamhill River	Storm Repair	18,800	1
Jefferson	43	Santiam Overflow Bridge	Storm Repair	40,000	1
Eddyville-Blodgett	44	Devitt Section	Storm Repair	122,700	1

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

County	Project Name	Type of Construction	Construction Cost
BENTON			
Ryals Lane	Adair-Independence Road	Grading, Oiling and Structure	$ 114,500
FAS 864	Bonner Mtn.	Storm Repair	62,500
CLATSOP			
Lower Nehalem R.	Reierson (Nehalem River)	Bridge	221,700
LINN AND MARION			
Market Road No. 5	Stayton Bridge	Bridge	600,500

(Continued on page 66)

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

(Continued from page 65)

County	Project Name	Type of Construction	Construction Cost
MARION			
Salem-Turner	Mill Creek (Turner)	Bridge	$ 45,000
Lancaster Drive	Sunnyview Ave.-Center Street	Grading, Paving and Signal	290,900
North Howell-Mt. Angel	Pudding River (Cline)	Bridge	111,000
POLK			
Ellendale	Ellendale (Rickreall Creek)	Bridge	56,400
Fir Villa-Orr Corner	Rickreall Creek (Fir Villa)	Bridge	54,300
TILLAMOOK			
Netarts-Sand Lake	Cape Lookout Summit	Grading	152,200

SPECIAL $250,000 CITY ALLOTMENT PROJECTS

City	Type of Construction	Construction Cost
Harrisburg (O'Hara Avenue)	Grading and Paving	$ 23,200
Lyons (12th and 16th Streets)	Grading and Paving	13,100
Aurora (Main St.)	Grading and Paving	18,400
Garibaldi (Driftwood Ave.)	Grading and Paving	13,800
Tillamook (Front St.)	Grading and Paving	26,900
Amity (Oak Avenue)	Grading and Paving	19,800
Woodburn (Lincoln St.)	Grading and Paving	20,000

DIVISION II

Division II consists of the northwesterly portion of the State, except the areas surrounding Portland. It includes the northerly 167 miles of the Oregon Coast Highway and an equivalent amount of Pacific Ocean shoreline with its many scenic attractions and County, State and Federal parks. These recreational attractions draw people from the Portland and Salem metropolitan areas, as well as many out-of-state visitors. Sections of eight of the eleven routes across the Coast Range which serve the coastal areas are located in this division. The easterly portion of the division contains sections of the scenic North and South Santiam Highways. Located in the central portion of the division are the heavily traveled Pacific, Pacific East and Pacific West Highways. Of these highways, seven are U.S. or Interstate routes, consisting of US 101, US 30, US 26, US 20, US 99E, US 99W and I-5. Interstate Route I-5 is the Pacific Highway. The 83.4 miles of it in this division are a completed four-lane divided facility adequate for present traffic volumes.

A wall of water that came down Whitman Creek washed out this section of the North Santiam Highway and helped fill the Detroit Reservoir with logs and debris.

Other than construction of the trans-Columbia River Bridge at Astoria, the major news items in the division during the biennium were the floods that occurred December 22, 1964 and January 28, 1965. Damages were so extensive and disastrous that a state of emergency was declared by the Governor.

Within this division, the devastation to the North Santiam Highway was so great that it was closed to through traffic until January 21, 1965. There were closures on 22 other routes in the division. All but two of them were opened by December 29.

Heavy rainfall leading up to the second flood caused numerous canyons to flush, carrying logs and debris against and onto the highway. The flooding was of slightly shorter duration due to the shorter length of the rivers where the flood was concentrated. This flood caused 18 closures on January 28, which were reduced to two by February 15.

Both of these floods brought slides onto the highway and caused fills to slide out. Numerous culverts were plugged, some of which were quite deep and difficult to open. Four bridges were either washed out or damaged to the extent that they had to be

closed to traffic. Emergency repairs were undertaken as soon as conditions permitted. Maintenance forces, augmented with all available engineering personnel, were given authority to hire fully operated equipment locally as needed. On some of the more extensively damaged areas, negotiated contracts were entered into for the emergency repairs. Nearly one and one-half million dollars were expended in this division for this phase of the repairs. Following this, plans were prepared for those items that were contractable. This phase was expedited so that the repairs could be made at an early date.

Nineteen contracts for these repairs have been completed; another is under way. Two more, one of which will be handled by the Bureau of Public Roads, will be let in the future. The contracts, to date, involve a total expenditure of approximately $3,400,000. The portion of the repairs that did not readily lend itself to contracting was done by State forces and/or equipment rental, at a cost of nearly $300,000.

During the early part of the biennium, the Westport-Clatskanie Section of the Columbia River Highway was completed. Other projects on this highway contracted but not completed were the Burnside-Big Creek, Big Creek-Rock Creek and Wauna Interchange Sections. Upon completion of these projects and the Delena-Rainier and Rock Creek-Gnat Creek Sections, modern alignment will exist upon this highway between Burnside, just west of Astoria, and Portland, leaving but ten miles on the westerly end of this 97-mile highway still in need of reconstruction. Due to the topography and unstable terrain, construction costs per mile on this highway are extremely high.

At the end of the biennium, the new Astoria Bridge was nearly ready for traffic. This structure is 4.2 miles in length and is being constructed with a $24,000,000 bond issue appropriated by the 1961 Legislature. Contract work was commenced in 1962.

Highway Department offices and a Visitor Information Center are located in this building on the approach to the Astoria Bridge.

Construction is under way to improve the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

These ferries will be removed from service upon completion of the Astoria Bridge, which will close the last gap of the Oregon Coast Highway between California and Washington.

On the routes across the Coast Range Summit, the following projects were undertaken: Humbug Summit Section four-laning of the Sunset Highway, Murphy Hill Section four-laning of the Salmon River Highway, Coast Range-Summit Section and Toledo Bypass Section of the Corvallis-Newport Highway, and the Alsea Mountain Section of the Alsea Highway. These projects are all in very rugged, scenic

areas. Other projects under contract during the biennium were the Corvallis-Orleans Section of the Corvallis-Lebanon Highway and Market Drive-Sodaville Junction Section of the South Santiam Highway. An overlay was constructed on the Albany-Junction City Highway in the southerly part of Albany, smoothing up a very rough section of highway. At the same time, left-turn refuges were painted for safety purposes. Accidents have been materially reduced on this section.

This aerial view of the Alsea Mountain summit cut in Benton County (ORE 34) shows the contrast between the new alignment and the old highway.

A portion of the North Santiam Highway was four-laned between Lancaster Drive and Gaffin Road. A contract was awarded for the completion of an interchange at Joseph Street on this same highway. A section of the Pacific East Highway in the Hollywood district in Salem was resurfaced. On Wallace Road in West Salem the Salem-Dayton Highway was widened to four lanes. The Independence Junction-West Salem Section of the Willamina-Salem Highway, which parallels the Willamette River and Polk County, was being widened to four lanes but not completed during the biennium. Construction of a new alignment between Mt. Angel and Silverton was started. This route parallels the easterly side of the railroad, providing a more direct route. It saves considerable distance over the old route and eliminates the old narrow bridge at Abiqua Creek. Early in the biennium the McMinnville Bypass was completed and opened, allowing through traffic to bypass this growing community.

In addition to the trans-Columbia River Bridge and those bridges incidental to roadway contracts, bridges were constructed on State highway routes at the following locations: On the Nehalem Highway there were three bridges, two of which were over the Nehalem River at Jewell and Vesper, the third was widening of the Klaskanine River structure; Marys River Bridge on the Corvallis-Newport Highway; the Big Luckiamute River Bridge on the Kings Valley Highway; and a new crossing of the Willamette River at Corvallis on the Corvallis-Lebanon Highway. This latter structure created a four-lane facility across the river at this location by forming a couplet. The new bridge on the Kings Valley Secondary Highway replaces an old covered bridge, leaving but one covered bridge, the Ritner Creek Bridge, on the State Highway System in this division. The painting of both the substructure and superstructure of the Yaquine Bay Bridge at Newport was also contracted. On part of this painting contract a new marine zinc-filled silicate coating was used.

Numerous projects were constructed on the County FAS System. A large portion of these were bridges. The largest and most important of these structures was a new crossing of the Santiam River at Stayton. Both Linn and Marion Counties participated in its cost.

City streets were improved under the Special Allotment Fund for this purpose in Harrisburg, Garibaldi, Tillamook, Aurora, Lyons, Turner and Amity. In addition, the State cooperated with the City of Corvallis in the widening of Van Buren and Harrison Streets. Traffic signals were installed in Sweet Home, Corvallis, Tillamook, Astoria, Clatskanie, and easterly of Albany, and channelization illumination at the Smith Point intersection in Astoria.

A new office building was constructed at Astoria. An additional office building was started at Salem. A sand shed was constructed at Minto Creek. Restrooms were constructed in the Boiler Bay and Rocky Creek State Park Waysides. A 74-trailer stall extension was added to the Detroit Lake State Park. Rest areas were constructed adjacent to the Pacific Highway at Wilsonville and the Santiam River. The ferry channel at Astoria was dredged in 1965. Highway beautification projects were undertaken in Salem, Corvallis, Astoria, McMinnville, southerly of Newberg, and on the Salmon River Highway westerly of Grand Ronde.

In addition to construction and location, the Division Engineer and his staff supervise the maintenance on 1,371 miles of State highways located in the division. To assist in these duties, three district maintenance superintendents and one bridge superintendent, with headquarters at Astoria, Salem and Corvallis, are charged with keeping the highways and bridges in their districts open and in good repair. They are aided by 34 section, extra gang, bridge, sign and landscape crews.

Willamette River Bridge at Corvallis on the Corvallis-Lebanon Highway. Westbound traffic is routed over the new bridge, with eastbound traffic using the original bridge built in 1913.

Routine maintenance, consisting of patching, shoulder blading, ditch cleaning, slide correction, brush cutting, clearing drainage channels, bridge maintenance, shoulder sterilization, signing, striping, sanding and snowplowing continued as usual. In addition, hazardous logs on the beach were cut up as a safety precaution. A fire in January 1965 destroyed the Jewell Maintenance Station. The building was not replaced; instead, the section was incorporated into the Astoria, Clatskanie and Seaside sections. Shoulders were paved and left-turn refuges were constructed at several locations. The Carmel Knoll Slide was repaired. Widening in the southerly part of Delake was undertaken, and seven structures were widened or replaced.

The engineering work in Division II is all under the direct supervision of the Division Engineer, with headquarters at Salem. The engineering personnel consists of 16 resident engineers. Nearly two-thirds of these engineers are in charge of grading and paving projects; the balance are bridge engineers. These forces are increased nearly 50% during the summer months with qualified college engineering students. One resident engineer and his crew spend their time preparing plans for future improvement projects.

A 90-foot fill will carry traffic over this valley upon completion of the Murphy Hill project on the Salmon River Highway (ORE 18).

DISTRICT 3 DISTRIBUTION OF HIGHWAY CONTRACT WORK

1965
1966

TABULATION OF CONSTRUCTION PROJECTS CONTRACTED BY THE OREGON STATE HIGHWAY COMMISSION DURING THE 1965 - 1966 BIENNIUM

DIVISION III

STATE HIGHWAY CONSTRUCTION PROJECTS

Route Number	Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
I-5	1	Goshen-Cottage Grove	Grading, Paving, Structures, Signing and Rest Area	$ 1,743,000	2
I-5	2	Anlauf-Elkhead Road	Roadside Improvement	56,100	1
I-5	3	Cabin Creek Rest Area	Improvements	157,400	1
I-5	4	Sutherlin-Roseburg	Roadside Improvement and Illumination	246,300	3
I-5	5	Roseburg-Winston	Roadside Improvement	136,300	1
I-5	6	South Umpqua Rest Area	Wells	2,800	1
I-5	7	Canyonville-Jumpoff Joe Creek	Grading, Paving, Structures, Signing and Rest Area	25,068,500	9
I-5	8	Barnett Rd. (Medford)	Grading, Paving and Signal	38,800	1
I-5	9	Suncrest Rest Area	Wells	5,100	1
I-5	10	Ashland Truck Scale	Grading, Paving and Illumination	187,400	2
I-5	11	Green Springs Interchange	Illumination	16,400	1
I-5	12	N. Ashland and S. Ashland Interchanges	Illumination	28,100	1
I-5	13	Siskiyou Safety Rest Area	Improvement	57,800	1
I-5	14	Siskiyou Station-Calif. Line	Grading, Paving and Structure	2,892,600	1
US 99	15	South Dillard Br.-Myrtle Grove	Flood Repair	102,900	1
US 99W	16	Junction City-Eugene	Screen Planting	9,500	1
US 101	17	Glenada-Siltcoos River	Grading and Paving	361,000	1
US 101	18	Reedsport	Grading, Paving and Structure	249,500	2
US 101	19	M.P. 249.7	Slide Correction	159,300	1
US 101	20	Twomile Creek	Grading and Paving	89,200	1
US 101	21	Floras Creek	Grading, Paving and Structure	551,300	1
US 101	22	Winchuck River Section	Grading, Paving and Bridge	811,500	1
US 126	23	Springfield, 28th Street	Grading and Paving	93,600	1
US 199	24	Morgan Lane-N.W. Midland Ave.	Grading and Paving	94,500	1
US 199	25	Cave Jct.-O'Brien	Grading and Paving	175,400	1
ORE 36	26	Mapleton-Triangle Lake	Flood Damage Repair	131,800	1
ORE 38	27	Reedsport-Koepke Slough	Grading and Paving	156,500	2
ORE 38	28	Weatherly Section	Flood Damage Repair	85,100	1
ORE 38	29	Elkton Tunnel-Jack Creek	Grading and Paving	345,000	1
ORE 42	30	Rink Creek-Glen Aiken Creek Road	Grading and Paving	1,603,100	1
ORE 42	31	Myrtle Point-Powers Junction	Grading and Paving	1,145,600	1
ORE 42	32	Bridge-Slater Creek	Grading, Paving and Structures	1,039,500	2
ORE 58	33	Oakridge-Odell Maintenance Station	Grading, Paving and Structures	2,663,300	6
ORE 62	34	Antelope Creek-Medford	Grading and Paving	1,662,700	1
ORE 62	35	Shady Cove Bridge	Grading, Paving and Bridge	471,000	2
ORE 126	36	Veneta-Fisher Road	Grading and Paving	264,700	1
ORE 138	37	Smith Bridge-Yellow Creek	Grading and Oiling	799,300	1
ORE 140	38	Eagle Creek-Salt Creek	Grading	36,800	1
ORE 234	39	Dodge Bridge (Rogue River)	Bridge	212,600	1
McVay	40	McVay Overcrossing	Grading, Paving and Structure	168,000	1
Eugene-Springfield	41	"Q" St. Interchange-McKenzie Highway	Grading, Paving, Structures and Roadside Improvement	3,266,800	4
Powers	42	South Fork Coquille River (White)	Bridge	365,300	1
8 Highways	....	District 3-C Flood Repair	Riprap and Rock Surface	89,200	1

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

County	Project Name	Type of Construction	Construction Cost
COOS			
Lee McKinley	Hervey Bridge	Structure	$ 83,500
Lee McKinley	Middle Creek (Lone Pine) Bridge	Structure	69,800
CURRY			
Sixes R. Road	Edson Creek	Bridge Widening	24,600
DOUGLAS			
Smith R. Road	Bolon Island-Jack Franz Slough	Structure	535,400
Garden Valley Rd.	Brown Bridge (N. Umpqua R.)	Structure	390,400
Garden Valley Rd.	Brown Bridge	Paving	14,800

(Continued on page 72)

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

(Continued from page 71)

County	Project Name	Type of Construction	Construction Cost
JACKSON			
Table Rock Rd.	Modoc Road-Bybee Bridge	Paving and Bridge Repair	$ 83,000
Butte Falls-Prospect	Middle Fork Rogue River Bridge	Structure	138,100
Butte Falls-Prospect	Butte Falls	Box Culvert	21,500
Butte Falls	Reese Creek Summit-McNeil Creek	Paving	104,200
JOSEPHINE			
Galice	Hellgate Bridge	Grading	119,200
Illinois Valley	E. Fork Illinois River Bridge	Structure	108,800
Holland Loop Road	Sucker Creek Bridges	Two Bridges	139,900
LANE			
Belt Line Rd.	Norkenzie Road-Gilham Road Undercrossing	Two Structures	135,000
Delta Road	Delta Highway Grade Separation	Three Structures	255,700
Delta and Belt Line Roads	Delta Road-Belt Line Road Junction	Grading and Structure	165,700
Saginaw East	Saginaw Bridge	Structure	147,300
Poodle Cr. Road	Poodle Creek Road Slide	Grading and Oiling	97,800
Row River Road	Dorena Dam Slide	Grading	28,700

SPECIAL $250,000 CITY ALLOTMENT PROJECTS

City	Type of Construction	Construction Cost
Powers (2nd Avenue)	Grading and Paving	$ 22,200
Oakridge (Hills, Beech and 1st Streets)	Paving	15,200
Rogue River (Broadway Street)	Grading and Paving	18,100
Junction City (Maple Street)	Grading and Paving	24,700
Coquille (2nd Street)	Paving	18,100
Yoncalla (Applegate Avenue)	Grading and Paving	21,500
Cottage Grove (E. Main Street)	Grading and Paving	45,900
Lowell (Moss Street)	Grading and Paving	16,900
Veneta (3rd and 6th Streets)	Grading and Paving	18,200
Port Orford (Arizona and 14th Streets)	Grading and Paving	17,500
Reedsport (E. Railroad Avenue)	Grading and Paving	18,900

DIVISION III

Division III, situated in the southwest corner of the State, comprises six counties—Lane, Douglas, Coos, Curry, Josephine and Jackson. Topography varies immensely from ocean beaches to some of the highest mountain passes in Oregon. Mostly forested and agricultural in nature, this area is beginning to attract industry, particularly in the Eugene-Springfield area in the north and in the Medford-White City area in the south. Tourism as an industry is becoming more of a factor each year. This area is particularly attractive to the tourist, offering a limitless number of recreation sites together with many of Oregon's interesting historical locations.

Nearly two-thirds of Oregon's portion of Interstate 5 traverses this division from north to south. The final sections were contracted to complete Interstate 5 as continuous freeway within this division during the biennium. By late fall of 1966, Interstate 5 will be uninterrupted four-lane freeway from the Columbia River to the California line, a total distance of 309 miles.

Some of the most difficult portions of Interstate 5 to be constructed in Oregon have been completed during this biennium. The most remarkable were those sections across the Siskiyou Mountain area south of Ashland. The contracts from the South Ashland Interchange to the California line totaled more than 21 million dollars and involved the moving of over 16 million cubic yards of dirt and rock.

Early in the biennium, construction on Interstate 5 through the Siskiyou Mountains was well under way, and, by the end of the biennial period, the section was completed.

Sexton Mountain summit on Interstate 5 north of Grants Pass shows the contrast between the 4-lane Interstate route and the old winding highway.

Guardrail installation on the Glendale Jct.-Coyote Creek section of Interstate 5 near the Josephine-Douglas County Line.

Bridge construction over Salt Creek on the Willamette Highway (ORE 58) to replace the old bridge destroyed by flood waters.

This area was opened to four-lane traffic the first of July 1966 and brings to the traveler one of the greatest benefits of this construction program.

Removal of the tortuous alignment and addition of divided highway across the Sexton Mountain area has been accomplished during this biennium, greatly enhancing the ease of travel into the Grants Pass area from the north. The improvement of the alignment southerly from Canyonville, through Canyon Creek Pass and Stagecoach Pass, will also be greatly beneficial to the traveler.

Because of the December 1964 flood, the resources of this division were taxed greatly, both by the efforts necessary to restore traffic on a temporary but immediate basis, and by the need for permanent repairs to this division's system of highways. The Willamette Highway was severed in a great number of places. Through the cooperation of many general and logging contractors, with their equipment, and by the resources of Highway Department engineers and maintenance personnel, temporary service on this highway was restored on January 23, 1965. Projects and specifications were prepared immediately, and contracts totaling over $4,000,000 were let on the Emergency Repair Program. One of the largest of these projects was the restoration of the Willamette Highway in the amount of $2,120,000.

Three bridges were destroyed or damaged on the Rogue River, the most notable being the Shady Cove

This Bailey bridge carried Crater Lake Highway traffic over the Rogue River at Shady Cove until the original bridge destroyed by the Christmas flood was replaced.

Bridge. Immediate steps were taken to provide a detour. The detour was constructed by State forces using a Bailey bridge borrowed from the U. S. Army and transported from Sharpe Army Depot, Lathrop, California. The Bailey bridge was in continuous service while the new Shady Cove Bridge was being constructed.

Work was continued during the biennium on improvements to the Oregon Coast Highway. The Winchuk River Section, bypassing a bridge which has caused maintenance problems for several years, opened a new vista to the Winchuk River Bar, unavailable to tourists until the present time. A project was let replacing the Floras Creek Bridge, which will remove one of the last of the wooden trestle-type structures on this heavily traveled tourist route. An improvement made in the vicinity of Reedsport was the construction of a grade separation and approaches at Ranch Road in the City of Reedsport.

Projects on Oregon Highway 42 have shortened considerably the travel time between Coquille and Roseburg. Main improvement projects were the Rock Creek and Elbow Point Sections, both of which resulted in shortening distance and removing a number of curves. Projects let during this biennium were grading and paving of the Rink Creek-Glen Aiken Creek, Myrtle Point-Powers Junction, and Bridge-

The Eugene-Springfield Highway is completed to Highbanks Road near Springfield. When the last section of this route is completed it will carry traffic from Interstate 5 and the Eugene area to the McKenzie Highway east of Springfield.

Slater Creek Sections. These projects will complete an asphaltic concrete surface from Powers Junction easterly to the Douglas County line, except for a short section at Remote.

During the biennium, the Eugene-Springfield Metropolitan Area saw the completion of the Eugene-Springfield Highway through to Highbanks Road. Upon completion of the Mohawk Road Interchange presently under contract, a freeway section of this road will be completed. Also contracted during this biennium was the Highbanks-McKenzie Highway section, which will complete a portion of the circumferential route bypassing the City of Springfield. Another large project was let for improvement of the McKenzie Highway from 19th Avenue to the east city limits of Springfield. This project will greatly improve the flow of urban traffic in the Springfield area. Planning and location surveys are continuing on the Mapleton-Eugene Highway from Oakhill to downtown Eugene, as well as the planning and design features of the Washington-Jefferson Bridge and connections to 6th and 7th Streets in Eugene.

Planning and location surveys for other metropolitan problems have continued, receiving special attention as these areas continue to grow.

I-105 spur into Eugene presently ends at the Willamette River. Construction of a bridge at this point will carry traffic into the downtown business area.

Maintenance in Division III became a bigger job during this biennium than ever before. More miles of four-lane divided Interstate highway increased the surface area to be sanded, striped, swept, and patched. Increased landscape planting on the Interstate System required more sprinkling, weeding, pruning, mulching and spraying.

Opening of permanent rest area facilities at Gettings Creek, Cabin Creek and Manzanita broadened the scope of maintenance. These modern installations require constant care during the tourist season and regular care in the off season. Good maintenance of these facilities, with an eye to cleanliness, is a courtesy to the user.

On the Primary and Secondary Systems of highways, maintenance forces continued with a program of shoulder paving. This affords more hard-surfaced area, which is easier to maintain and is safer for vehicles. Portions of the Crater Lake, Oregon Coast, Medford-Provolt, Oakland-Shady, and Mapleton-Eugene Highways were widened and shoulder-striped.

A program of spot improvement was undertaken on the Lake of the Woods and the Powers Secondary Highways. By improving the horizontal alignment and by widening these highways, they were brought to modern standards without the expense of a full reconstruction program.

Each year the increase in traffic has required that more and more intersections be channelized. In many cases, maintenance forces have added acceleration and deceleration lanes to facilitate traffic. Other intersections have required full channelization, including left-turn refuges and through lanes. This permits the smooth, safe movement of traffic at important intersections.

The Cow Creek Rest Area parking facilities were included in the contract for four-laning the Azalea-Glendale Junction Section of the Pacific Highway (I-5) in Douglas County.

A four-lane section with left-turn refuges along Coburg Road near Willakenzie Road intersection.

DISTRIBUTION OF HIGHWAY CONTRACT WORK

DIVISION 4

1965
1966

TABULATION OF CONSTRUCTION PROJECTS CONTRACTED BY THE OREGON STATE HIGHWAY COMMISSION DURING THE 1965 - 1966 BIENNIUM

DIVISION IV

STATE HIGHWAY CONSTRUCTION PROJECTS

Route Number	Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
80N	1	The Dalles-Fifteenmile Creek	Paving, Roadside Improvement and Illumination	$ 1,223,100	3
80N	2	Big Eddy-Rufus	Grading, Paving, Structures and Roadside Improvement	8,275,300	3
80N	3	Rufus-Arlington	Oiling, Seeding and John Day River Bridge Reconstruction	929,600	3
US 20 & US 126	4	Tombstone Summit-Sisters	Grading	70,800	1
US 20	5	Gap Ranch-Chickahominy Creek	Grading and Paving	299,900	1
US 26	6	Shitike Creek Bridge	Structure, Grading and Oiling	115,500	1
US 26	7	Pelton Dam Road-Agency Plains	Grading and Paving	232,300	1
US 26	8	Marks Creek-John Day Highway Jct.	Grading, Paving and Structure	374,200	2
US 97	9	Biggs Junction-Moro U'xing	Grading and Paving	417,500	2
US 97	10	Sherman Hwy. Jct.-Cow Canyon	Grading and Paving	143,700	1
US 97 & US 197	11	Tygh Valley and Willowdale	Grading and Bridge	146,200	1
US 97 & US 26	12	Myrtle St.-"A" St. (Madras)	Grading, Paving and Structure	141,000	1
US 97	13	Bend-Lava Butte	Stone Shoulders and Paving	398,000	1
US 97	14	Lava River Caves-Sugar Pine Butte Road	Paving	237,300	1
US 97	15	Chemult-Lenz Road	Grading and Paving	788,500	1
US 97	16	Klamath Falls	Roadside Improvement	87,200	1
US 97	17	Midland-Worden	Guard Rail	31,000	1
US 126	18	Dry River Culvert	Grading, Paving and Culvert	109,000	1
US 126	19	Wiley Road-Prineville Airport	Grading and Paving	111,400	1
US 197	20	Tygh Valley-Oak Springs Road	Grading and Paving	693,400	1
US 197	21	Wapinitia Junction	Stone Shoulders and Paving	141,400	1
US 395	22	Harney Co. Line-Hogback Summit	Grading and Paving	1,066,100	1
US 395	23	Crooked Creek Bridge	Structure	38,700	1
US 395	24	N. City Limits-5th St., N. Lakeview	Grading and Paving	75,600	1
US 395	25	Lakeview-Crane Creek Road	Grading and Paving	239,700	1
US 395	26	Cogswell Creek-State Line	Grading and Paving	342,300	1
ORE 27	27	Stearns Ranch-Swartz Canyon Rd.	Grading and Oiling	151,000	1
ORE 31	28	Summer Lake-Valley Falls	Grading, Paving and Structure	420,400	4
ORE 35	29	Whiskey Creek Slide	Slide Correction	423,600	1
ORE 35	30	Polallie Creek-Yellow Jacket Creek	Grading and Paving	496,800	1
ORE 39	31	Washburn Way-Shasta Way and Spring St.-Wall St. (Klamath Falls)	Grading and Paving	273,900	2
ORE 39	32	Lost River Diversion Canal	Structure	69,400	1
ORE 62	33	Wood River Bridge	Structure, Grading and Oiling	68,200	1
ORE 140	34	Crest St.-Patterson St.	Grading, Paving and Structure	529,600	1
ORE 140	35	Warner Summit-Greaser Reservoir	Grading and Bridge Reconstruction	132,400	2
ORE 206	36	Fulton Canyon	Grading, Structure and Oiling	269,300	2
ORE 206	37	Grass Valley Canyon-John Day River	Grading and Stone Base	216,700	1
ORE 207	38	Service Creek Bridge	Structure	40,800	1
ORE 207	39	Girds Creek Road-Girds Creek	Grading and Oiling	122,700	1
Hood River	40	Woodworth Acres-Parkdale	Grading and Paving	106,900	1
Tumalo-Deschutes	41	Deschutes River Bridge	Structure	65,600	1
Paulina	42	Prineville-Crooked River	Grading and Bridge	51,400	1
Midland	43	Hilyard Avenue-G.N.R.R. X'ing	Grading and Paving	167,300	1

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

County	Project Name	Type of Construction	Construction Cost
DESCHUTES			
Boyd Acres Rd.	N. Unit, Main & C.O.I. Canal	Bridge	$ 64,000
Connard Road-Cultus Lake Rd.	Deschutes County Roads	Oiling	68,600
JEFFERSON			
Jordan Rd. & Feather Drive	Jefferson County Roads	Stone Base and Oiling	78,500

(Continued on page 78)

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

(Continued from page 77)

County	Project Name	Type of Construction	Construction Cost
HOOD RIVER			
Woodworth Co. Rd.	East Fork Hood River	Structure	$ 24,600
Lost Lake Road	West Fork Hood River Bridge	Structure	64,600
Punch Bowl Rd.	Punch Bowl Bridge	Structure	95,300
KLAMATH			
West Side Road	Fourmile Creek Bridge	Structure	41,900
West Side Road	Crystal Springs-Rocky Point	Grading, Oiling and Structure	247,100
LAKE			
Bear Flat Road	Buck Creek Bridge	Structure	41,900
Plush Road	Plush-Fish Lake	Stone Base and Oiling	47,800
Plush Road	Fish Lake-Drake Creek	Leveling Course and Oiling	43,400
SHERMAN			
Sherman Co. Rds.	Sherman Co. Flood Damage Repair	Grading and Oiling	72,000
WASCO			
Fairbanks Road	Fifteenmile Cr. (Petersburg) Br.	Structure, Grading and Surfacing	129,300
Chenoweth Road	Badger Creek-Chenoweth Creek	Grading and Structure	207,100
Fairbanks Road	Petersburg-Fairbanks	Grading and Stone Base	31,200

SPECIAL $250,000 CITY ALLOTMENT PROJECTS

City	Type of Construction	Construction Cost
Mosier (Washington St. and 3rd Ave.)	Grading and Paving	$ 9,500
Culver ("B" St. and 5th Ave.)	Grading and Paving	13,900
Rufus ("B" Street)	Grading and Paving	12,800
Chiloquin (Chocktoot St.)	Grading and Paving	35,500

Interstate 80N (Columbia River Highway) construction near Celilo in Wasco County.

Heavy construction equipment working on the Quinton-Blalock section of the Columbia River Highway (I-80N).

DIVISION IV

Division IV is situated in the central portion of the State, averaging approximately one hundred miles in width and extending from Washington on the north to the States of California and Nevada on the south. This section, known as Central Oregon, varies from rolling wheat fields in the north, timbered mountains along the west, stock raising in the central part, and a sage-covered high desert, home of some of the nation's largest antelope herds, in the southeastern area.

The area is well-known for its recreation facilities. Numerous lakes in the central and western areas draw increasing numbers of vacationists in the summer, and improved ski areas are helping the economy in the winter months.

Agriculture is limited to irrigated lands. Logging and cattle ranching comprise the remainder of the major industries.

The portions of Interstate 80-N within the division are nearing completion. Within the last biennium, The Dalles Bypass was opened to traffic. The contract for the final concrete surfacing was let in April and is scheduled for completion in November 1966. Contracts were let for grading and surfacing from Big Eddy, just easterly of The Dalles Dam, to Rufus, with completion expected in the fall of 1966.

The Corps of Engineers completed the sections from Rufus to Quinton; the Quinton-Blalock con-

tract will be surfaced by late summer or early fall. Final asphaltic concrete surfacing will not be placed until completion of the John Day Dam and subsequent raising of the pool.

The final bond project on US 197 from Tygh Valley to Oak Springs Road was completed in 1965. The Gap to Tygh Ridge Section is the only portion remaining to be contracted to bring this highway to present-day standards from The Dalles south to its junction with the Wapinitia Highway just north of Maupin.

The program for widening and overlaying existing roads continued during this biennium with over $3,600,000 being spent in the division. One of the largest projects, which was let in May 1966, covers 17.43 miles of The Dalles-California Highway between Chemult and Lenz Road, at a cost of approximately $800,000.

A four-lane section of the Eastside Bypass near Klamath Falls was completed and carries traffic around the city. This highway connects The Dalles-California Highway (US 97) and the Klamath Falls-Malin Highway (ORE 39).

The Eastside Bypass at Klamath Falls is another step toward completion with the letting of the Washburn Way-Shasta Way Section. One more contract will complete this project, allowing the traveling public to bypass the traffic congestion of the city streets of Klamath Falls on their way to Lakeview and other points south and east of that city.

In addition, the portion of the Klamath Falls-Lakeview Highway between Crest Street and Patterson Street in south suburban Klamath Falls was rebuilt to city street standards at a cost of $530,000.

The floods of December 1964 and January 1965 played havoc throughout the division. All of the major highways were closed for a period of time but, with the cooperation of local contractors and loggers, temporary repairs were made and nearly all highways were reopened in a short period of time. On a portion of the Mt. Hood Highway between Polallie Creek and Mt. Hood Post Office and

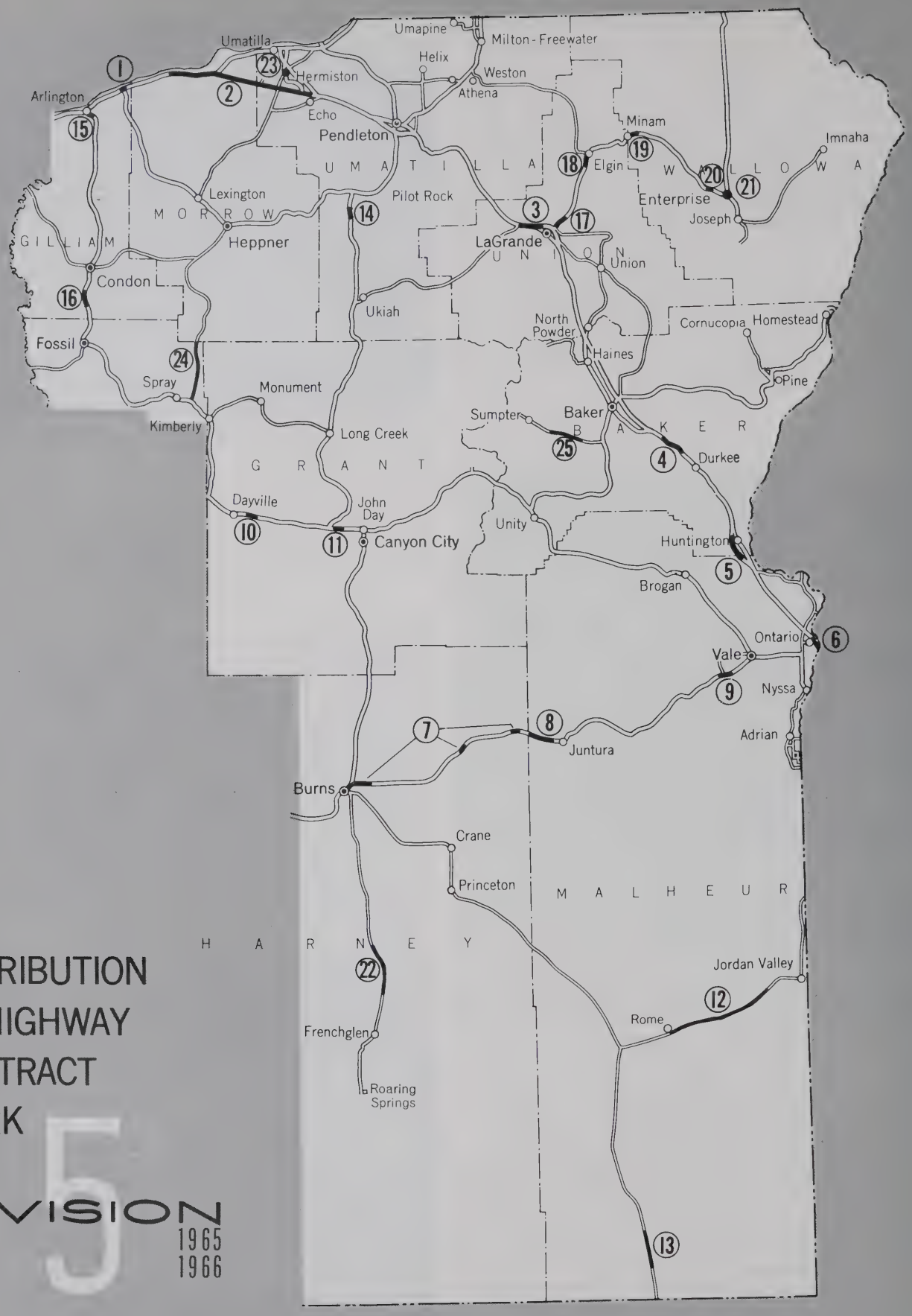
Roadbed widening and reconstruction underway on the Service Creek-Mitchell Highway in Wheeler County.

Fulton Canyon Secondary Highway, the roadway was almost completely obliterated. This section required considerable time to repair and open to traffic. Contracts were let for reconstruction of 6.76 miles on the Mt. Hood Highway at a cost of $497,000, and 2.60 miles on the Fulton Canyon Secondary Highway for $270,000. Other contracts totaling over $4,000,000 were awarded throughout the division to make permanent repairs to the damaged roadways and structures.

The State also engineered and supervised contracts let for the repair of damaged county roads.

The 30 maintenance crews in Division IV who are responsible for maintaining some 1,800 miles of highway, also performed small betterment projects such as widening and paving shoulders, oiling projects, left-turn refuges and mailbox turnouts, in addition to their regular maintenance duties.

A Bailey bridge was utilized to carry traffic over Marks Creek on the Ochoco Highway after the 1964 flood destroyed the original bridge.



DISTRIBUTION OF HIGHWAY CONTRACT WORK

DIVISION 5

1965
1966

TABULATION OF CONSTRUCTION PROJECTS CONTRACTED BY THE OREGON STATE HIGHWAY COMMISSION DURING THE 1965 - 1966 BIENNIUM

DIVISION V

STATE HIGHWAY CONSTRUCTION PROJECTS

Route Number	Map Reference Number	Project Name	Type of Construction	Construction Cost	Number of Contracts Awarded
80N	1	Willow Creek	Grading, Paving and Structures	$ 648,600	2
80N	2	Airport Road-Stanfield Jct.	Grading, Paving, Structures, Roadside Improvement and Rest Area	4,364,300	4
80N	3	Hilgard-Lower Perry	Storm Damage Repair	7,200	1
80N	4	Oxman-Bubbs Ranch	Grading, Paving and Structures	4,329,800	1
80N	5	Lime-Malheur Co. Line	Grading, Paving and Structure	5,481,200	1
80N	6	Ontario-Idaho Line	Screen Planting	57,200	1
US 20	7	Burns-Middle Fork Malheur River	Nine Bridges	309,300	1
US 20	8	Harney Co. Line-Chimney Creek	Paving and Bridges	496,200	2
US 20	9	Malheur River (Grove)	Bridge	214,400	1
US 26	10	John Day River (Stewarts)	Bridge	192,800	1
US 26	11	Clyde Holliday	Rest Area	80,000	1
US 95	12	Antelope Canal-Owyhee River	Grading and Paving	1,179,400	2
US 95	13	Jackson Creek	Grading and Paving	324,300	1
US 395	14	Webb Slough	Grading and Oiling	92,500	1
ORE 19	15	Arlington-Eightmile Road	Paving	159,500	1
ORE 19	16	Thirtymile Creek-Dyer Creek	Guard Rail	7,200	1
ORE 82	17	Island City-Conley	Paving	144,500	1
ORE 82	18	Grande Ronde River	Grading, Paving and Bridge	472,000	1
ORE 82	19	Minam	Grading, Paving and Bridge	463,500	1
ORE 82	20	Wallowa River	Bridge	274,200	1
ORE 82	21	Main St.-Grant St. (Enterprise)	Grading and Paving	15,400	1
ORE 205	22	Diamond Jct.-Frenchglen, N. Unit	Grading and Oiling	476,000	1
ORE 207	23	West City Limits-North 1st Street (Hermiston)	Grading and Paving	100,100	1
ORE 207	24	Morrow Co. Line-Spray	Base and Oiling	344,400	1
ORE 220	25	McEwen-Mason Dam	Grading, Oiling and Bridge	1,358,700	1

COUNTY ROAD FEDERAL-AID SECONDARY PROJECTS

County	Project Name	Type of Construction	Construction Cost
BAKER			
Keating Cutoff	Lower Powder Valley (Keating)	Base and Oiling	$ 53,500
GRANT			
S. Fork John Day River	S. Fork John Day River	Bridges	140,300
HARNEY			
Van-Drewsey	Drewsey-Central Oregon Hwy.	Base and Oiling	56,100
MALHEUR			
Broadhurst Lane	Jordan Valley-Idaho Line	Grading and Oiling	82,900
Napton & Ridgeview	Napton and Ridgeview Roads	Base and Oiling	93,400
UNION			
Brooks Lane and Parks-Rhinehart	Union County Roads	Oiling	39,900
Courtney Lane	Willow Creek	Bridge	31,400
Mt. Glen	Spruce St. (Grande Ronde River)	Bridge	130,000
Summerville-Weston	Phillips Creek	Bridge	28,300
WALLOWA			
Crow Creek	Eggelson Corner-Strohm Road	Oiling	78,800
Parsnip	Whiskey Creek	Culvert	13,800

SPECIAL $250,000 CITY ALLOTMENT PROJECTS

City	Type of Construction	Construction Cost
Elgin (Alder Street)	Grading and Paving	$ 27,900
Jordan Valley	Grading and Paving	20,000
Pilot Rock (West Birch Creek)	Bridge	26,800

DIVISION V

Division V encompasses approximately the eastern third of the State. The topography found in this, the largest of the geographical divisions, includes the huge, sage-scented high plateaus in the southern portion, numerous mountain ranges, the deepest canyon in the United States, and a variety of agricultural areas. It is anticipated that the growth of this area, both in population and economically, will continue in its slow and even manner. Most of the highways in this area serve three of the big industries in Oregon, i.e., lumbering, tourism, and agriculture.

The activities necessary for the surveying, construction and maintenance of the approximately 2,200 miles of highways in this area are under the control of the Division Engineer and two Assistant Division Engineers. The field organization of the Division Engineer and his two assistants consists of 13 resident engineers, including four who supervise the construction of bridges; three maintenance superintendents; a utility liaison engineer; a geology and soils crew; and a division office staff. Each maintenance superintendent has under his supervision a sign crew and a bridge crew in addition to the 10 to 12 section crews in his particular district.

Throughout this biennium, as has been true for almost a decade, the terms "Freeway" or "Interstate" refer to the major highway work in this division.

Because of impending flooding of waters in back of the soon-to-be completed John Day Dam being constructed by the Corps of Engineers, virtually all of that portion of the National System of Interstate and Defense Highways affected by this dam project within this division are now open to freeway traffic. Ten projects, at a total cost of over $9,200,000, were completed during this biennium between Blalock

Reconstruction and widening of the Wallowa Lake Highway near Minam, completed early in the biennium.

and just east of Boardman. In this same area, an additional project, amounting to almost $460,000, was being used by the motoring public within a month after the close of the biennium.

Between Boardman and Pendleton and between Baker and the Idaho State Line, four additional Interstate contracts, with a total cost of almost 14 million dollars, were awarded during the biennium. Completion of these contracts will occur during the next two-year period.

Exclusive of the Interstate work mentioned above, contracts on 32 projects on various sections of the State Highway System were completed during the biennium, 12 of which were on contracts awarded prior to July 1, 1964. In addition, contracts were awarded on 20 other projects, many of which will be completed by the end of 1966. These projects vary from complete reconstruction of sections of highway

Construction on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail (I-80N).

to spot improvements, such as replacement of a narrow bridge. Contract work was under way in all ten of the counties which are at least partly within the boundaries of this division.

During this biennial period, the following five projects in this division were awarded using the equipment rental method of contracting:

Jack Creek-Owyhee River Section and the Jackson Creek Section of the ION Highway (US 95)
North Unit, Diamond Jct.-Frenchglen Section of the Frenchglen Highway (ORE 205)
Arlington-Eightmile Section of the John Day Highway (ORE 19)
Webb Slough Section of the Pendleton-John Day Highway (US 395)
Island City-Conley Section of the Wallowa Lake Highway (ORE 82)

Two contracts were awarded on the Morrow County Line-Spray Junction Section of the Heppner-

A landscaping project, planting trees and shrubs, is made easier by a power auger like the one shown in operation along the Old Oregon Trail (I-80N) near Ontario.

Spray Highway (ORE 207) for placing an all-weather oiled surface on the remaining 15 miles of gravel road.

Other contracts completed include work on county roads and city streets under the Federal-Aid Secondary Highway Program and the special $250,000 City Allotment Fund Program, as well as rock production projects for furnishing materials in stockpile for later use by our maintenance forces.

Division V's thirty-odd maintenance section crews continued their outstanding job of aiding the motoring public by keeping their respective highways in good traveling condition. These crews showed their ability when called upon to perform additional duties

Twin structures will carry Interstate 80N traffic over the Benson Creek Interchange near Farewell Bend on the Old Oregon Trail.

resulting from the 1964 Christmas flood and the January 1965 flood. Although the latter flood was less severe, in some areas it was more destructive. Regardless of the weather, the duration of a storm, or the condition of the roads, the maintenance section crews were on the job making it easier and safer for cars and trucks to reach their destination.

Almost two dozen mountain summits are situated within this division, requiring snowplows and sanding trucks to operate at times around the clock.

Rock excavation in progress on the Lime-Durkee section of the Old Oregon Trail (I-80N).

During the biennium, shoulders were widened on scores of miles of highway, and additional turnouts were provided for mailboxes and stopping places. These improvements all added to the comfort and safety of the motoring public.

During both 1964 and 1965, twenty of the crews in this division performed their various tasks without any accidents. This is a very commendable record. In 1965, the Department initiated a program to confer Regional Safety Award Plaques for the best driving record by maintenance crews. For the first two years of this program, crews from Division V received the Rural Crew East of the Cascades Award and the Crew in Snow Regions Award. The men in this division are justly proud of these two awards and will attempt to keep a permanent place for these plaques in this division.

Construction of a new bridge over the John Day River in progress on the John Day Highway near Dayville.

Flood damage to the John Day Highway (ORE 19) near Kimberly in Grant County.

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Table No. 1

DETAILED SUMMARY OF INCOME AND EXPENDITURES

July 1, 1964 to June 30, 1966

INCOME

Classification	Receipts July 1, 1964 to June 30, 1965	Receipts July 1, 1965 to June 30, 1966	Receipts July 1, 1964 to June 30, 1966
State Funds:			
Motor vehicle license fees	$ 14,087,693.06	$ 14,181,813.40	$ 28,269,506.46
Gasoline tax and use fuel tax	45,572,550.66	52,204,796.76	97,777,347.42
Motor transportation fees	16,370,655.57	18,289,933.79	34,660,589.36
Traffic fines	159,746.11	163,500.78	323,246.89
Miscellaneous	21,031.33	6,431.42	27,462.75
Timber sales	.....	119,349.18	119,349.18
City allotments withheld	250,000.00	250,000.00	500,000.00
Repayment of loans to counties and cities	162,450.00	735,570.20	898,020.20
Interest on loan of bond funds	636,931.75	77,382.56	714,314.31
Interest on invested highway funds	7,387,675.24	1,485,254.74	8,872,929.98
Refund from transfers to state police	33,914.72	.....	33,914.72
Unexpended balance of student driver training fees	68,960.87	14,982.56	83,943.43
Subtotals, state funds	$ 84,751,609.31	$ 87,529,015.39	$172,280,624.70
Less transfers to other agencies:			
State Police	$ 3,202,184.52	$ 3,732,635.04	$ 6,934,819.56
Counties	14,225,648.63	17,370,951.31	31,596,599.94
Cities	7,472,846.07	9,726,218.17	17,199,064.24
Loans to counties and cities	3,775,256.00	86,500.00	3,861,756.00
Police Standards and Training Board	.....	25,904.00	25,904.00
Highway Interim Committee	.....	12,439.47	12,439.47
Oregon Historical Society	.....	5,000.00	5,000.00
Columbia Gorge Commission	.....	959.73	959.73
Traffic Court Rules Committee	.....	1,000.00	1,000.00
Marine facilities	.....	63,161.17	63,161.17
Public museums	.....	9,225.60	9,225.60
Subtotals, transfers	$ 28,675,935.22	$ 31,033,994.49	$ 59,709,929.71
Totals, net income, state funds	$ 56,075,674.09	$ 56,495,020.90	$112,570,694.99
Cooperative Funds:			
City cooperative funds on city allotment projects	$ 18,332.60	$ 26,063.72	$ 44,396.32
City cooperative funds on other projects	98,010.25	66,022.48	164,032.73
County cooperative funds	.....	.....	.....
County payments on federal aid projects	590,971.04	1,028,056.94	1,619,027.98
Federal cooperative funds	73,758,737.54	85,456,067.06	159,214,804.60
Miscellaneous cooperative funds	1,424,866.65	2,652,094.22	4,076,960.87
Subtotals, cooperative funds	$ 75,890,918.08	$ 89,228,304.42	$165,119,222.50
Grand totals, net income	$131,966,592.17	$145,723,325.32	$277,689,917.49

Table No. 1—Continued
July 1, 1964 to June 30, 1966

EXPENDITURES

Classification	*Expenditures July 1, 1964 to June 30, 1965*	*Expenditures July 1, 1965 to June 30, 1966*	*Expenditures July 1, 1964 to June 30, 1966*
Capital Outlays:			
Interstate construction	$ 49,397,632.50	$ 47,449,837.87	$ 96,847,470.37
Federal aid primary construction	8,442,997.76	3,233,296.88	11,676,294.64
Federal aid urban construction	1,462,282.57	856,234.64	2,318,517.21
Federal aid secondary construction	3,295,920.41	3,787,043.12	7,082,963.53
Federal aid county secondary construction	3,410,536.55	2,894,574.84	6,305,111.39
Federal lands highways	679,862.31	497,985.43	1,177,847.74
Other federal agencies	1,378,910.81	1,776,921.27	3,155,832.08
Emergency repairs, 1964-65 flood damage	1,628,579.56	10,794,634.00	12,423,213.56
Beautification projects	.....	258,047.33	258,047.33
Bond projects	12,720,830.04	4,497,966.62	17,218,796.66
State construction projects	5,252,107.52	10,552,645.49	15,804,753.01
City allotment projects	208,298.43	224,991.02	433,289.45
Forest highway cooperation	*Cr. 74,801.16*	29,539.80	*Cr. 45,261.36*
Subtotals, highway construction	$ 87,803,157.30	$ 86,853,718.31	$174,656,875.61
Minor betterments	$ 1,978,575.01	$ 1,987,005.49	$ 3,965,580.50
Surveys	2,908,708.27	3,253,788.74	6,162,497.01
Real property negotiation expense	289,544.91	470,376.87	759,921.78
Purchase of rights of way, quarries, etc.	9,320,185.08	6,205,359.16	15,525,544.24
Purchase of parks (includes credits for sale of timber)	66,738.02	674,719.50	741,457.52
Improvement in parks and rest areas	601,864.21	1,465,353.43	2,067,217.64
Improvements at maintenance stations	217,811.99	216,404.04	434,216.03
Improvements of other properties	60,573.93	188,487.69	249,061.62
Equipment purchases less credits for sales and depreciation	129,469.27	548,280.24	677,749.51
Subtotals, capital outlays	$103,376,627.99	$101,863,493.47	$205,240,121.46
Maintenance:			
Contract maintenance	$ 194,859.92	$ 201,826.30	$ 396,686.22
General maintenance, primary	15,329,927.25	12,147,293.86	27,477,221.11
General maintenance, secondary	6,659,057.97	4,703,985.97	11,363,043.94
County road signs, etc.	50,186.68	100,965.64	151,152.32
District maintenance superintendence	615,834.07	556,716.97	1,172,551.04
Subtotals, maintenance	$ 22,849,865.89	$ 17,710,788.74	$ 40,560,654.63
Operation:			
Administration and general supervision	$ 3,789,630.09	$ 3,924,753.17	$ 7,714,383.26
Planning and traffic survey	1,388,302.24	1,183,049.25	2,571,351.49
Travel information division	693,145.92	576,468.06	1,269,613.98
Operation of parks and rest areas	1,115,506.41	1,185,376.93	2,300,883.34
Rights of way leases, etc.	*Cr. 4,409.34*	*Cr. 15,872.23*	*Cr. 20,281.57*
Maintenance station upkeep	366,364.40	369,628.54	735,992.94
Radio communication system	127,501.58	121,897.75	249,399.33
Truck load inspection and permits	499,984.50	534,347.12	1,034,331.62
Billboards, scenic area control	14,770.03	12,565.91	27,335.94
Operation of drawbridges and ferries	536,414.02	641,023.18	1,177,437.20
Research and special investigation	13,655.94	4,911.14	18,567.08
Contribution to Civil Service Commission	80,182.75	79,397.64	159,580.39
Contribution to social security adminstrative expense	4,782.20	4,536.44	9,318.64
Payments for unemployment compensation	40,551.16	27,937.25	68,488.41
Legislative interim committee expense	11,096.90	.....	11,096.90
Restoration fund assessment	19,496.01	21,160.75	40,656.76
Miscellaneous general expense	59,678.88	38,822.30	98,501.18
Subtotals, operation	$ 8,756,653.69	$ 8,710,003.20	$ 17,466,656.89
Service and clearing accounts	*Cr. 477,657.23*	650,768.46	173,111.23
Bond interest and maturities	8,646,944.13	9,782,253.82	18,429,197.95
Total expenditures	$143,152,434.47	$138,717,307.69	$281,869,742.16

Table No. 2

SUMMARY OF EXPENDITURES

July 1, 1964 to June 30, 1965

Classification of Expenditures	*Total Expended*	*Expenditures by Funds*			
		State	*County*	*Federal*	*Miscellaneous*
Capital Outlays:					
Construction, primary highways	$ 78,425,977.85	$ 26,353,475.23	$	$ 50,659,494.31	$ 1,413,008.31
Construction, secondary highways	5,817,497.71	3,091,200.89	.....	2,700,649.80	25,647.02
Construction, county roads	3,426,184.47	776,507.86	590,971.04	2,058,705.57	.....
Cooperation in forest road work	*Cr. 74,801.16*	*Cr. 74,801.16*	.....	.....	.....
City allotment projects	208,298.43	189,965.83	.....	.....	18,332.60
Minor betterments	1,978,575.01	1,935,803.66	.....	.....	42,771.35
Surveys	2,908,708.27	2,389,893.70	.....	477,364.35	41,450.22
Real property negotiation expense	289,544.91	289,544.91	.....	.....	.....
Purchase of rights of way, quarries, etc.	9,320,185.08	120,244.99	.....	9,199,940.09	.....
Purchase of parks (includes credits for sale of timber)	66,738.02	66,738.02	.....	.....	.....
Improvement in parks	601,864.21	601,864.21	.....	.....	.....
Improvements at maintenance stations	217,811.99	217,811.99	.....	.....	.....
Improvements of other properties	60,573.93	60,573.93	.....	.....	.....
Equipment purchases less credits for sales and depreciation	129,469.27	129,469.27	.....	.....	.....
Subtotals, capital outlays	$103,376,627.99	$ 36,148,293.33	$ 590,971.04	$ 65,096,154.12	$ 1,541,209.50
Maintenance:					
Contract maintenance	$ 194,859.92	$ 194,859.92	$	$	$ .....
General maintenance, primary	15,329,927.25	14,428,138.25	.....	901,789.00	.....
General maintenance, secondary	6,659,057.97	6,502,306.97	.....	156,751.00	.....
County road signs, etc.	50,186.68	50,186.68	.....	.....	.....
District maintenance superintendence	615,834.07	615,834.07	.....	.....	.....
Subtotals, maintenance	$ 22,849,865.89	$ 21,791,325.89	$	$ 1,058,540.00	$ .....
Operation:					
Administration and general supervision	$ 3,789,630.09	$ 3,789,630.09	$	$	$ .....
Planning and traffic survey	1,388,302.24	*Cr. 356,949.76*	.....	1,745,252.00	.....
Travel information division	693,145.92	693,145.92	.....	.....	.....
Operation of parks and rest areas	1,115,506.41	1,115,506.41	.....	.....	.....
Rights of way leases, etc	*Cr. 4,409.34*	*Cr. 4,409.34*	.....	.....	.....
Maintenance station upkeep	366,364.40	366,364.40	.....	.....	.....
Radio communication system	127,501.58	127,501.58	.....	.....	.....
Truck load inspection and permits	514,754.53	514,754.53	.....	.....	.....
Operation of drawbridges and ferries	536,414.02	536,414.02	.....	.....	.....
Research and special investigation	13,655.94	13,655.94	.....	.....	.....
Payments for unemployment compensation	40,551.16	40,551.16	.....	.....	.....
Legislative interim committee expense	11,096.90	11,096.90	.....	.....	.....
Miscellaneous general expense	164,139.84	164,139.84	.....	.....	.....
Subtotals, operation	$ 8,756,653.69	$ 7,011,401.69	$	$ 1,745,252.00	$ .....
Service and clearing accounts	$ *Cr. 477,657.23*	$ *Cr. 477,657.23*	$	$	$ .....
Bond interest and maturities	8,646,944.13	2,788,152.71	.....	5,858,791.42	.....
Total expenditures	$143,152,434.47	$ 67,261,516.39	$ 590,971.04	$ 73,758,737.54	$ 1,541,209.50

Table No. 2—Continued

SUMMARY OF EXPENDITURES

July 1, 1965 to June 30, 1966

Classification of Expenditures	*Total Expended*	*Expenditures by Funds*			
		State	*County*	*Federal*	*Miscellaneous*
Capital Outlays:					
Construction, primary highways	$ 72,471,458.56	$ 12,527,449.59	$	$ 58,370,262.87	$ 1,573,746.10
Construction, secondary highways	9,684,316.91	3,335,558.63	.....	5,269,141.44	1,079,616.84
Construction, county roads	4,443,412.02	494,581.49	1,028,056.94	2,920,773.59	.....
Cooperation in forest road work	29,539.80	29,539.80	.....	.....	.....
City allotment projects	224,991.02	198,927.30	.....	.....	26,063.72
Minor betterments	1,987,005.49	1,934,352.19	.....	.....	52,653.30
Surveys	3,253,788.74	*Cr.2,608,850.41*	.....	5,850,538.69	12,100.46
Real property negotiation expense	470,376.87	470,376.87	.....	.....	.....
Purchase of rights of way, quarries, etc.	6,205,359.16	1,903,918.07	.....	4,301,441.09	.....
Purchase of parks (includes credits for sale of timber)	674,719.50	664,344.50	.....	10,375.00	.....
Improvement in parks	1,465,353.43	1,401,894.46	.....	63,458.97	.....
Improvements at maintenance stations	216,404.04	216,404.04	.....	.....	.....
Improvements of other properties	188,487.69	188,487.69	.....	.....	.....
Equipment purchases less credits for sales and depreciation	548,280.24	548,280.24	.....	.....	.....
Subtotals, capital outlays	$101,863,493.47	$ 21,305,264.46	$ 1,028,056.94	$ 76,785,991.65	$ 2,744,180.42
Maintenance:					
Contract maintenance	$ 201,826.30	$ 201,826.30	$	$	$ .....
General maintenance, primary	12,147,293.86	9,869,403.84	.....	2,277,890.02	.....
General maintenance, secondary	4,703,985.97	3,179,255.33	.....	1,524,730.64	.....
County road signs, etc.	100,965.64	100,965.64	.....	.....	.....
District maintenance superintendence	556,716.97	556,716.97	.....	.....	.....
Subtotals, maintenance	$ 17,710,788.74	$ 13,908,168.08	$	$ 3,802,620.66	$ .....
Operation:					
Administration and general supervision	$ 3,924,753.17	$ 3,909,854.01	$	$ 14,899.16	$ .....
Planning and traffic survey	1,183,049.25	134,517.52	.....	1,048,531.73	.....
Travel information division	576,468.06	576,468.06	.....	.....	.....
Operation of parks and rest areas	1,185,376.93	1,185,376.93	.....	.....	.....
Rights of way leases, etc.	*Cr. 15,872.23*	*Cr. 15,872.23*	.....	.....	.....
Maintenance station upkeep	369,628.54	369,628.54	.....	.....	.....
Radio communication system	121,897.75	121,897.75	.....	.....	.....
Truck load inspection and permits	546,913.03	546,913.03	.....	.....	.....
Operation of drawbridges and ferries	641,023.18	641,023.18	.....	.....	.....
Research and special investigation	4,911.14	4,911.14	.....	.....	.....
Miscellaneous general expense	171,854.38	171,854.38	.....	.....	.....
Subtotals, operation	$ 8,710,003.20	$ 7,646,572.31	$	$ 1,063,430.89	$ .....
Service and clearing accounts	$ 650,768.46	$ 650,768.46	$	$	$ .....
Bond interest and maturities	9,782,253.82	5,978,229.96	.....	3,804,023.86	.....
Total expenditures	$138,717,307.69	$ 49,489,003.27	$ 1,028,056.94	$ 85,456,067.06	$ 2,744,180.42

Table No. 3

MILEAGES OF HIGHWAY CONSTRUCTION WORK PERFORMED
by the
STATE HIGHWAY COMMISSION

Highway System and Year	Concrete Pavement (Miles)	Bituminous Pavement (Miles)	Bituminous Macadam (Miles)	Oiled Surface (Miles)	Rock and Gravel Surface (Miles)	Grading (Miles)	Bridges Over 20 Feet (No.)	Grade Separation No.
Primary:								
1917-1962	420.2	2,433.7	1,238.0	3,952.1	6,425.4	5,755.1	1,517	442
Fiscal Year 1963	29.9	94.3	.....	15.1	121.9	123.7	43	59
Fiscal Year 1964	18.0	106.8	.....	30.1	125.2	123.1	24	38
Fiscal Year 1965	2.1	151.4	.....	23.8	147.0	136.2	23	35
Fiscal Year 1966	1.0	138.0	.....	15.2	138.2	115.0	25	24
Totals	471.2	2,924.2	1,238.0	4,036.3	6,957.7	6,253.1	1,632	598
Secondary:								
1933-1962	8.7	414.1	59.7	1,689.1	1,786.9	1,260.8	199	37
Fiscal Year 1963	.....	22.8	.....	33.4	41.3	32.5	2	....
Fiscal Year 1964	1.1	6.2	.....	14.2	26.0	25.3	11	2
Fiscal Year 1965	.....	61.1	.....	14.4	72.4	69.1	10	7
Fiscal Year 1966	.....	55.2	.....	2.6	73.3	67.6	10	3
Totals	9.8	559.4	59.7	1,753.7	1,999.9	1,455.3	232	49
Other Roads:								
1935-1962	7.3	280.8	41.7	986.1	996.7	728.4	239	8
Fiscal Year 1963	.....	12.7	.....	58.0	49.2	17.7	12	1
Fiscal Year 1964	.....	8.4	.....	34.3	33.5	13.8	13	....
Fiscal Year 1965	.....	7.9	.....	23.5	32.3	15.9	19	8
Fiscal Year 1966	.....	11.5	.....	27.9	21.6	15.1	26	....
Totals	7.3	321.3	41.7	1,129.8	1,133.3	790.9	309	17

Table No. 4

MILEAGES OF PRIMARY AND SECONDARY STATE HIGHWAYS MAINTAINED
by the
STATE HIGHWAY COMMISSION

Highway System and Year	Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Rock Surfacing	Unoiled Rock Surfacing	Graded and Unimproved Earth	Total Lane Miles
Main Highway Lane Miles							
1964	899.09	7,268.35	2,215.71	6,233.50	156.44	161.40	16,934.49
1965	886.13	7,586.58	2,202.31	6,025.46	156.98	156.00	17,013.46
Frontage Roads, Connection Roads, Ramps, etc. Lane Miles							
1964	51.04	475.65	114.85	314.80	33.47	.....	989.81
1965	51.20	533.23	119.44	284.04	33.21	0.16	1,021.28

Table No. 5

STATE FUNDS RECEIVED AND EXPENDED BY THE STATE HIGHWAY COMMISSION

From 1917 to June 30, 1966

Year	Net Receipts (State Funds Only)	Net Expenditures (State Funds Only)	End of Year Balance on Hand
1917-1927 (Incl. $94,418.14 bal. from 1916)	$ 85,484,643.08	$ 84,536,566.01	$ 948,077.07
1928	8,721,396.09	8,975,204.79	694,268.37
1929	10,658,473.58	10,160,542.57	1,192,199.38
1930	13,897,663.65	12,808,014.45	2,281,848.58
1931	10,930,545.38	11,108,835.57	2,103,558.39
1932	9,925,665.72	10,812,369.81	1,216,854.30
1933	7,804,925.99	7,860,497.50	1,161,282.79
1934	8,798,396.81	7,517,063.41	2,442,616.19
1935	14,469,922.86	13,687,022.82	3,225,516.23
1936	10,943,742.46	13,194,698.50	974,560.19
1937	11,921,069.07	12,595,127.42	300,501.84
1938	11,418,916.44	11,261,453.70	457,964.58
1939	11,771,364.62	11,158,189.25	1,071,139.95
1940	12,759,332.27	12,156,575.57	1,673,896.65
1941	15,093,637.57	14,874,800.01	1,892,734.21
1942	13,450,738.45	13,290,781.61	2,052,691.05
1943	11,738,155.10	9,128,388.61	4,662,457.54
1944	11,714,984.39	8,499,431.13	7,878,010.80
1945	13,224,169.64	7,635,689.97	13,466,490.47
1946	18,681,153.29	15,336,831.64	16,810,812.12
1947	19,783,754.69	19,282,928.54	17,311,638.27
1948	20,170,681.21	25,057,168.91	12,425,150.57
1949	19,231,769.16	27,317,223.60	4,339,696.13
1950	31,367,429.18	28,443,846.33	7,263,278.98
1951	45,988,972.78	33,413,778.37	19,838,473.39
1952	47,899,533.72	49,479,889.01	18,258,118.10
1953	76,564,299.65	50,429,167.98	44,393,249.77
1954	35,673,374.88	54,592,668.50	25,473,956.15
1955	38,286,882.07	46,337,197.89	17,423,640.33
1956	39,494,255.19	45,215,884.74	11,702,010.78
1957	59,102,761.48	41,998,690.80	28,806,081.46
1958	40,455,966.65	41,428,001.53	27,834,046.58
1959	43,343,342.23	46,645,612.32	24,531,776.49
1960	43,195,056.50	51,974,889.21	15,751,943.78
1961	43,840,692.31	44,283,581.59	15,309,054.50
1962 to June 30	40,420,534.09	22,588,348.03	33,141,240.56
Fiscal Year 1963	60,209,924.87	49,699,079.97	43,652,085.46
Fiscal Year 1964	49,703,022.71	52,096,899.63	41,258,205.65*
Fiscal Year 1965	56,075,674.09	67,261,516.39	30,072,363.35
Fiscal Year 1966	56,495,020.90	49,489,003.27	37,078,380.98
Totals	$1,180,711,844.82	$1,143,633,460.95	
*Tax Reserve Reconciliation		2.89	
Balance on Hand July 1, 1966		37,078,380.98	
Grand Total		$1,180,711,844.82	

Table No. 6

YEARLY EXPENDITURES ON WORK HANDLED UNDER THE SUPERVISION OF THE STATE HIGHWAY COMMISSION

From 1917 to June 30, 1966

Year	State Funds	County Funds	Government Funds	Miscellaneous Funds	Totals
1917-1918	$ 2,888,257.48	$ 709,724.79	$	$	$ 3,597,982.27
1919-1920	17,659,911.13	1,235,386.96	1,320,878.93	19,364.26	20,235,541.28
1921-1922	22,770,513.61	4,711,685.07	3,225,651.72	168,268.13	30,876,118.53
1923-1924	14,204,859.68	3,724,533.62	2,837,866.24	285,226.61	21,052,486.15
1925-1926	18,538,414.20	2,001,962.21	2,592,017.66	182,399.75	23,314,793.82
1927-1928	17,449,814.70	1,295,207.74	1,693,961.84	92,702.90	20,531,687.18
1929-1930	22,968,557.02	812,986.39	2,189,703.62	24,523.86	25,995,770.89
1931-1932	21,921,205.38	402,102.27	6,238,438.61	83,460.71	28,645,206.97
1933-1934	15,377,560.91	342,749.03	8,747,717.40	30,434.55	24,498,461.89
1935-1936	26,881,721.32	262,795.98	10,540,846.59	18,773.61	37,704,137.50
1937-1938	23,856,581.12	266,458.96	7,463,696.53	87,146.90	31,673,883.51
1939-1940	23,314,764.82	13,480.34	5,578,726.08	43,178.52	28,950,149.76
1941-1942	28,165,581.62	70,533.13	5,084,511.75	21,176.38	33,341,802.88
1943-1944	17,627,819.74	10,100.00	7,450,442.48	62,612.71	25,150,974.93
1945-1946	22,972,521.61	3,100.00	4,629,091.81	1,246.09	27,605,959.51
1947-1948	44,340,097.45	35,922.70	12,951,985.46	53,739.67	57,381,745.28
1949-1950	55,761,069.93	419,715.22	13,141,539.39	285,829.94	69,608,154.48
1951	33,413,778.37	256,393.83	7,327,746.25	553,510.52	41,551,428.97
1952	49,479,889.01	382,570.69	7,334,398.41	357,570.45	57,554,428.56
1953	50,429,167.98	482,206.33	8,859,076.91	236,740.71	60,007,191.93
1954	54,592,668.50	439,708.25	10,028,460.50	156,052.29	65,216,889.54
1955	46,337,197.89	1,006,484.22	10,708,344.92	810,376.42	58,862,403.45
1956	45,215,884.74	956,061.16	14,740,739.80	292,602.00	61,205,287.70
1957	41,998,690.80	1,134,295.73	25,772,629.00	473,387.56	69,379,003.09
1958	41,428,001.53	926,776.25	32,091,380.01	1,229,571.71	75,675,729.50
1959	46,645,612.32	932,071.21	50,890,030.49	1,261,476.72	99,729,190.74
1960	51,974,889.21	773,672.31	33,945,087.45	318,409.10	87,012,058.07
1961	44,283,581.59	777,047.44	45,382,050.19	215,438.07	90,658,117.29
1962 to June 30	22,588,348.03	413,384.02	16,337,382.04	845,223.39	40,184,337.48
Fiscal Year 1963	49,699,079.97	714,433.48	58,898,277.95	2,198,583.93	111,510,375.33
Fiscal Year 1964	52,096,899.63	710,448.55	71,943,397.82	4,725,253.17	129,475,999.17
Fiscal Year 1965	67,261,516.39	590,971.04	73,758,737.54	1,541,209.50	143,152,434.47
Fiscal Year 1966	49,489,003.27	1,028,056.94	85,456,067.06	2,744,180.42	138,717,307.69
	$1,143,633,460.95	$ 27,843,025.86	$ 649,160,882.45	$ 19,419,670.55	$1,840,057,039.81

Table No. 7

SUMMARY OF EXPENDITURES BY MAJOR ITEMS

From 1917 to June 30, 1966

Classification of Expenditures	Total Expended	Expenditures by Funds			
		State	County	Federal	Miscellaneous
Capital Outlays:					
Contract construction	$ 979,055,819.46	$ 406,051,806.90	$ 27,015,786.52	$527,557,827.67	$ 18,430,398.37
Cooperation in forest road work	8,326,960.64	7,817,210.27	509,750.37	.....	.....
Minor betterments	29,972,566.15	29,361,473.75	18,975.57	4,000.00	588,116.83
Surveys	37,706,249.10	28,967,891.32	25,439.92	8,428,676.38	284,241.48
Subtotals, construction	$1,055,061,595.35	$ 472,198,382.24	$ 27,569,952.38	$535,990,504.05	$ 19,302,756.68
Rights of way, quarries, etc.	$ 129,169,012.54	$ 65,792,301.83	$ 167,909.75	$ 63,179,431.34	$ 29,369.62
Parks	13,214,487.89	13,125,674.92	.....	88,812.97	.....
Buildings and improvements (except parks)	9,872,641.88	9,840,182.28	.....	32,459.60	.....
Equipment (subsequent to 1934 only)	10,821,260.09	10,821,260.09	.....	.....	.....
Subtotals, capital outlays (including construction)	$1,218,138,997.75	$ 571,777,801.36	$ 27,737,862.13	$599,291,207.96	$ 19,332,126.30
Maintenance:					
Contract maintenance	$ 16,584,811.57	$ 16,152,655.04	$ 2,516.17	$ 343,877.98	$ 85,762.38
General maintenance	290,391,809.09	285,388,638.03	85,848.05	4,915,541.14	1,781.87
Other maintenance items	9,279,411.90	9,275,986.77	.....	3,425.13	.....
Subtotals, maintenance	$ 316,256,032.56	$ 310,817,279.84	$ 88,364.22	$ 5,262,844.25	$ 87,544.25
Miscellaneous:					
Administration and general supervision	$ 54,263,559.30	$ 54,248,660.14	$	$ 14,899.16	$ .....
Miscellaneous operation	78,858,261.93	70,347,281.96	16,799.51	8,494,180.46	.....
Bond interest and maturities	172,540,188.27	136,442,437.65	.....	36,097,750.62	.....
Subtotals, miscellaneous	$ 305,662,009.50	$ 261,038,379.75	$ 16,799.51	$ 44,606,830.24	$ .....
Totals	$1,840,057,039.81	$1,143,633,460.95	$ 27,843,025.86	$649,160,882.45	$ 19,419,670.55

Table No. 8

SUMMARY OF EXPENDITURES

From 1917 to June 30, 1966

Classification of Expenditures	Total Expended	Expenditures by Funds			
		State	County	Federal	Miscellaneous
Construction, primary highways	$ 804,021,597.20	$ 332,956,802.14	$ 13,929,399.73	$442,005,613.50	$ 15,129,781.83
Construction, secondary highways	105,149,136.36	50,384,628.39	1,680,913.03	51,020,604.66	2,062,990.28
Construction, county roads	64,998,284.90	18,482,904.80	11,405,473.76	34,531,609.51	578,296.83
Cooperation in forest road work	8,326,960.64	7,817,210.27	509,750.37	.....	.....
City allotment projects	4,886,801.00	4,227,471.57	.....	.....	659,329.43
Minor betterments	29,972,566.15	29,361,473.75	18,975.57	4,000.00	588,116.83
Surveys and engineering county work	37,706,249.10	28,967,891.32	25,439.92	8,428,676.38	284,241.48
Real property negotiation expense	3,594,699.58	3,594,699.58	.....	.....	.....
Purchase of rights of way, quarries, etc.	125,574,312.96	62,197,602.25	167,909.75	63,179,431.34	29,369.62
Purchase of parks	1,873,305.03	1,862,930.03	.....	10,375.00	.....
Improvements in parks	11,341,182.86	11,262,744.89	.....	78,437.97	.....
Improvements in maintenance stations, etc.	9,872,641.88	9,840,182.28	.....	32,459.60	.....
Equipment purchases less sales and depreciation	10,821,260.09	10,821,260.09	.....	.....	.....
Subtotals, capital outlays	$1,218,138,997.75	$ 571,777,801.36	$ 27,737,862.13	$599,291,207.96	$ 19,332,126.30
Contract maintenance	$ 16,584,811.57	$ 16,152,655.04	$ 2,516.17	$ 343,877.98	$ 85,762.38
General maintenance, primary	217,800,208.58	214,503,310.04	80,470.21	3,214,646.46	1,781.87
General maintenance, secondary	69,399,701.89	67,700,621.43	863.13	1,698,217.33	.....
County road signs, etc.	3,191,898.62	3,184,706.56	4,514.71	2,677.35	.....
Maintenance of city streets (1941-1947)	366,868.64	363,443.51	.....	3,425.13	.....
District maintenance superintendence	8,912,543.26	8,912,543.26	.....	.....	.....
Subtotals, maintenance	$ 316,256,032.56	$ 310,817,279.84	$ 88,364.22	$ 5,262,844.25	$ 87,544.25
Administration and general supervision	$ 54,263,559.30	$ 54,248,660.14	$	$ 14,899.16	$ .....
Planning and traffic surveys	14,346,275.26	5,877,366.80	.....	8,468,908.46	.....
Travel information division	7,772,600.78	7,772,600.78	.....	.....	.....
Operation and maintenance of parks and rest areas	10,992,828.67	10,992,828.67	.....	.....	.....
Operation of drawbridges and ferries	7,811,031.04	7,794,231.53	16,799.51	.....	.....
Maintenance station and truck scale upkeep	3,544,192.81	3,544,192.81	.....	.....	.....
Radio communication system	1,599,680.95	1,574,408.95	.....	25,272.00	.....
Truck load inspection and permits	9,204,717.79	9,204,717.79	.....	.....	.....
Contributions to retirement funds	12,022,878.87	12,022,878.87	.....	.....	.....
Miscellaneous general expense	6,493,694.51	6,493,694.51	.....	.....	.....
Subtotals, operation	$ 128,051,459.98	$ 119,525,580.85	$ 16,799.51	$ 8,509,079.62	$ .....
Service and clearing accounts	$ 5,070,361.25	$ 5,070,361.25	$	$	$ .....
Bond interest and maturities	172,540,188.27	136,442,437.65	.....	36,097,750.62	.....
Totals	$1,840,057,039.81	$1,143,633,460.95	$ 27,843,025.86	$649,160,882.45	$ 19,419,670.55

Table No. 9

SCHEDULE OF YEARLY INCOMES FROM DIFFERENT SOURCES

From 1917 to June 30, 1966

Source of Income	1917-1960 Inclusive	1961	1962 to June 30	1963 Fiscal Year
Balance on hand December 1, 1916	$ 94,418.14	$	$	$ .....
Bond sales (including accrued interest)	145,827,617.32	.....	19,751,511.12	11,769,815.00
Motor vehicle license fees	215,327,173.53	11,344,825.03	7,227,708.56	12,827,205.51
Gasoline tax	599,159,503.59	37,963,172.27	17,249,984.06	41,076,331.59
Use fuel tax	1,764,955.37	88,603.09	42,307.31	*
Motor transportation fees	143,606,430.11	14,394,780.56	6,908,675.75	15,602.701.96
One-quarter mill property tax	1,724,032.33	.....	.....	.....
Fines for traffic law violations	6,045,337.04	198,538.06	92,248.95	197,329.91
Miscellaneous	1,206,736.14	35,975.02	16,337.99	28,808.64
Timber sales	.....	.....	.....	.....
Contributions to cities withheld	3,375,000.00	250,000.00	125,000.00	250,000.00
Receipts from counties to apply on loans	1,147,597.97	.....	.....	.....
Refund of contributions to state police	397,407.76	.....	.....	258,596.58
Interest on invested highway funds	.....	.....	.....	.....
Interest on loan of bond funds	3,473,032.94	133,554.56	114,650.41	590,811.78
Unexpended balance of student driver training fees	1,027,889.92	424,754.43	.....	296,102.34
Subtotals, state funds (gross)	$1,124,177,132.16	$ 64,834,203.02	$ 51,528,424.15	$ 82,897,703.31
Less contributions to state police	$ 25,827,973.51	$ 2,707,419.30	$ 1,450,703.46	$ 2,901,407.08
Less contributions to counties	155,698,144.14	12,011,290.54	6,294,976.78	13,051,940.09
Less contributions to state general fund	313,103.37	.....	.....	.....
Less contributions to cities	67,223,337.32	6,274,800.87	3,362,209.82	6,734,431.27
Less contributions to miscellaneous agencies	.....	.....	.....	.....
Less loans to counties	1,147,597.97	.....	.....	.....
Subtotals, state funds (net)	$ 873,966,975.85	$ 43,840,692.31	$ 40,420,534.09	$ 60,209,924.87
County cooperative funds	$ 23,608,684.39	$ 777,047.44	$ 413,384.02	$ 714,433.48
Federal cooperative funds	297,384,969.85	45,382,050.19	16,337,382.04	58,898,277.95
Miscellaneous cooperative funds	7,149,782.07	215,438.07	845,223.39	2,198,583.93
Totals	$1,202,110,412.16	$ 90,215,228.01	$ 58,016,523.54	$ 122,021,220.23

Source of Income	1964 Fiscal Year	1965 Fiscal Year	1966 Fiscal Year	1917 to June 30, 1966
Balance on hand December 1, 1916	$	$	$	$ 94,418.14
Bond sales (including accrued interest)	.....	.....	.....	177,348,943.44
Motor vehicle license fees	13,244,970.74	14,087,693.06	14,181,813.40	288,241,389.83
Gasoline tax	43,023,916.53	45,572,550.66	52,204,796.76	838,146,121.23
Use fuel tax	*	*	*	*
Motor transportation fees	16,139,146.58	16,370,655.57	18,289,933.79	231,312,324.32
One-quarter mill property tax	.....	.....	.....	1,724,032.33
Fines for traffic law violations	138,087.75	159,746.11	163,500.78	6,994,788.60
Miscellaneous	27,556.88	21,031.33	6,431.42	1,342,877.42
Timber sales	.....	.....	119,349.18	119,349.18
Contributions to cities withheld	250,000.00	250,000.00	250,000.00	4,750,000.00
Receipts from counties to apply on loans	.....	162,450.00	735,570.20	2,045,618.17
Refund of contributions to state police	.....	33,914.72	.....	689,919.06
Interest on invested highway funds	.....	7,387,675.24	1,485,254.74	8,872,929.98
Interest on loan of bond funds	609,450.81	636,931.75	77,382.56	5,635,814.81
Unexpended balance of student driver training fees	236,760.69	68,960.87	14,982.56	2,069,450.81
Subtotals, state funds (gross)	$ 73,669,889.98	$ 84,751,609.31	$ 87,529,015.39	$1,569,387,977.32
Less contributions to state police	$ 3,194,604.48	$ 3,202,184.52	$ 3,732,635.04	$ 43,016,927.39
Less contributions to counties	13,679,557.77	14,225,648.63	17,370,951.31	232,332,509.26
Less contributions to state general fund	.....	.....	.....	313,103.37
Less contributions to cities	7,092,705.02	7,472,846.07	9,726,218.17	107,886,548.54
Less contributions to miscellaneous agencies	.....	.....	117,689.97	117,689.97
Less loans to counties	.....	3,775,256.00	86,500.00	5,009,353.97
Subtotals, state funds (net)	$ 49,703,022.71	$ 56,075,674.09	$ 56,495,020.90	$1,180,711,844.82
County cooperative funds	$ 710,448.55	$ 590,971.04	$ 1,028,056.94	$ 27,843,025.86
Federal cooperative funds	71,943,397.82	73,758,737.54	85,456,067.06	649,160,882.45
Miscellaneous cooperative funds	4,725,253.17	1,541,209.50	2,744,180.42	19,419,670.55
Totals	$ 127,082,122.25	$ 131,966,592.17	$ 145,723,325.32	$1,877,135,423.68

* Use fuel tax included with gasoline tax totals.

Table No. 10

SCHEDULE OF YEARLY EXPENDITURES

From 1917 to June 30, 1966

The expenditures in this table include all expenditures in connection with work handled under the direct supervision of the State Highway Commission during the period December 1, 1916 to June 30, 1966.

Classification of Expenditures	*1917-1960 Inclusive*	*1961*	*1962*
Construction, primary highways	$ 487,553,324.57	$ 38,706,500.24	$ 48,379,795.33
Construction, secondary highways	60,990,061.41	5,452,188.29	4,720,150.03
Construction, county roads	42,382,385.41	2,403,558.41	2,875,356.64
Cooperation in forest road work	8,175,361.22	37,165.51	143,089.45
City allotment projects	3,582,993.74	319,370.65	283,794.33
Minor betterments	20,151,337.34	2,423,801.85	1,423,947.92
Surveys and engineering county work	22,294,275.42	2,746,859.17	2,632,609.92
Subtotals, construction	$ 645,129,739.11	$ 52,089,444.12	$ 60,458,743.62
Real property negotiation expense	$ 2,207,415.13	$ 114,165.09	$ 179,723.74
Purchase of rights of way, quarries, etc.	73,028,643.95	9,482,089.26	8,861,999.42
Purchase of parks	1,435,170.72	76,625.79	*Cr. 130,064.29*
Improvements in parks	6,527,852.38	356,148.47	776,271.17
Improvements in maintenance stations, etc.	7,671,514.99	614,734.97	610,645.83
Equipment purchases less sales and depreciation	8,116,105.22	1,013,962.84	905,876.37
Subtotals, capital outlays (including construction)	$ 744,116,441.50	$ 63,747,170.54	$ 71,663,195.86
Contract maintenance	$ 15,831,786.85	$ 183,584.78	$ 136,557.94
General maintenance, primary	161,877,688.28	8,294,865.40	9,159,243.34
General maintenance, secondary	44,641,406.97	2,953,346.96	3,164,298.67
County road signs, etc.	620,293.28	44,516.45	49,006.16
Maintenance of city streets (1941-1947)	366,868.64	.....	.....
District maintenance superintendence	6,223,255.04	415,843.83	427,995.12
Subtotals, maintenance	$ 229,561,299.06	$ 11,892,157.42	$ 12,937,101.23
Administration and general supervision	$ 35,163,467.24	$ 2,984,957.48	$ 3,323,290.67
Planning and traffic surveys	8,167,698.73	879,946.30	1,064,088.73
Travel information division	4,796,374.98	386,743.34	486,399.93
Operation and maintenance of parks and rest areas	5,915,488.74	691,034.74	806,269.19
Operation of drawbridges and ferries	5,083,642.17	385,455.44	461,354.22
Maintenance station and truck scale upkeep	1,962,347.69	196,784.18	175,420.27
Radio communication system	954,068.97	109,409.54	114,082.74
Truck load inspection	6,021,633.76	703,392.95	728,866.86
Contributions to retirement funds	8,216,335.51	967,648.37	1,038,067.96
Miscellaneous	4,823,965.82	216,466.18	201,708.32
Subtotals, operation	$ 81,105,023.61	$ 7,521,838.52	$ 8,399,548.89
Service and clearing accounts	$ 4,388,340.39	$ 142,612.01	$ 508,000.14
Bond interest and maturities	127,187,363.82	7,354,338.80	8,658,574.49
Totals	$1,186,358,468.38	$ 90,658,117.29	$102,166,420.61

Table No. 10—Continued

SCHEDULE OF YEARLY EXPENDITURES

From 1917 to June 30, 1966

1963 (to June 30)	*Fiscal Year 1964*	*Fiscal Year 1965*	*Fiscal Year 1966*	*Reclassification Transfer*	*1917 to June 30, 1966*
$ 25,496,409.25	$ 71,361,170.72	$ 78,425,977.85	$ 72,471,458.56	$*Cr. 18,373,039.32*	$ 804,021,597.20
1,196,830.84	3,972,887.93	5,817,497.71	9,684,316.91	13,315,203.24	105,149,136.36
1,026,690.61	3,449,140.74	3,426,184.47	4,443,412.02	4,991,556.60	64,998,284.90
Cr. 44,446.11	61,051.93	*Cr. 74,801.16*	29,539.80	.....	8,326,960.64
3,958.11	263,394.72	208,298.43	224,991.02	.....	4,886,801.00
480,001.82	1,527,837.72	1,978,575.01	1,987,005.49	59.00	29,972,566.15
1,302,942.05	2,567,065.53	2,908,708.27	3,253,788.74	.....	37,706,249.10
$ 29,462,386.57	$ 83,202,549.29	$ 92,690,440.58	$ 92,094,512.54	$*Cr. 66,220.48*	$1,055,061,595.35
$ 96,224.62	$ 237,249.22	$ 289,544.91	$ 470,376.87	$	$ 3,594,699.58
5,810,520.90	12,880,763.33	9,320,185.08	6,205,359.16	*Cr. 15,248.14*	125,574,312.96
Cr. 78,632.66	*Cr. 171,252.05*	66,738.02	674,719.50	.....	1,873,305.03
378,014.36	1,214,077.44	601,864.21	1,465,353.43	21,601.40	11,341,182.86
57,612.24	176,153.93	278,385.92	404,891.73	58,702.27	9,872,641.88
129,347.32	*Cr. 21,781.17*	129,469.27	548,280.24	.....	10,821,260.09
$ 35,855,473.35	$ 97,517,759.99	$103,376,627.99	$101,863,493.47	$*Cr. 1,164.95*	$1,218,138,997.75
$ 7,549.48	$ 45,198.01	$ 194,859.92	$ 201,826.30	$*Cr. 16,551.71*	$ 16,584,811.57
4,832,664.81	9,745,533.84	15,329,927.25	12,147,293.86	*Cr. 3,587,008.20*	217,800,208.58
2,074,908.41	3,873,492.48	6,659,057.97	4,703,985.97	1,329,204.46	69,399,701.89
29,434.48	49,199.48	50,186.68	100,965.64	2,248,296.45	3,191,898.62
.....	.....	.....	.....	.....	366,868.64
222,249.86	424,648.37	615,834.07	556,716.97	26,000.00	8,912,543.26
$ 7,166,807.04	$ 14,138,072.18	$ 22,849,865.89	$ 17,710,788.74	$*Cr. 59.00*	$ 316,256,032.56
$ 1,701,052.82	$ 3,372,683.88	$ 3,789,630.09	$ 3,924,753.17	$ 3,723.95	$ 54,263,559.30
498,890.83	1,164,299.18	1,388,302.24	1,183,049.25	.....	14,346,275.26
353,338.78	480,129.77	693,145.92	576,468.06	.....	7,772,600.78
496,816.16	782,336.50	1,115,506.41	1,185,376.93	.....	10,992,828.67
249,158.13	453,983.88	536,414.02	641,023.18	.....	7,811,031.04
107,719.03	324,278.79	366,364.40	369,628.54	41,649.91	3,544,192.81
61,552.47	111,167.90	127,501.58	121,897.75	.....	1,599,680.95
300,780.84	384,063.60	430,168.95	460,699.32	19,082.25	9,048,688.53
625,636.16	1,175,190.87	.....	.....	.....	12,022,878.87
98,977.34	815,111.19	309,620.08	247,107.00	*Cr. 63,232.16*	6,649,723.77
$ 4,493,922.56	$ 9,063,245.56	$ 8,756,653.69	$ 8,710,003.20	$ 1,223.95	$ 128,051,459.98
$*Cr. 103,301.37*	$*Cr. 38,401.15*	$*Cr. 477,657.23*	$ 650,768.46	$	$ 5,070,361.25
2,115,390.62	8,795,322.59	8,646,944.13	9,782,253.82	.....	172,540,188.27
$ 49,528,292.20	$129,475,999.17	$143,152,434.47	$138,717,307.69	$	$1,840,057,039.81

Table No. 11

PRIMARY HIGHWAY CONSTRUCTION EXPENDITURES SUMMARIZED BY HIGHWAYS

From 1917 to June 30, 1966

Kinds of expenditures are the same as included in Table 13.

Hwy. No.	Highway	Total Amount Expended	Cooperation in Expenditures			
			By State	By County	By Federal Government	By Misc. Contributors
1	Pacific	$296,977,776.52	$ 80,212,785.54	$ 226,362.84	$216,469,739.32	$ 68,888.82
1E	Pacific East	14,149,498.71	7,405,881.65	97,042.37	6,461,828.19	184,746.50
1W	Pacific West	31,669,765.07	18,030,322.76	359,482.68	13,189,006.81	90,952.82
2	Columbia River	158,042,359.41	60,582,308.16	342,868.69	85,778,444.13	11,338,738.43
3	Oswego	1,590,226.65	1,045,097.39	168,309.82	329,346.61	47,472.83
4	The Dalles-California	31,943,483.35	20,196,643.06	891,525.75	10,641,037.32	214,277.22
5	John Day	13,494,530.13	6,700,472.75	595,738.05	6,195,069.33	3,250.00
6	Old Oregon Trail	53,361,818.11	14,451,736.48	551,268.42	36,775,280.19	1,583,533.02
7	Central Oregon	16,446,271.05	9,272,946.06	167,719.62	6,743,732.33	261,873.04
8	Oregon-Washington	4,405,433.29	2,416,068.83	44,711.21	1,939,509.41	5,143.84
9	Oregon Coast	108,083,509.04	83,821,110.62	1,763,419.08	22,315,742.99	183,236.35
10	Wallowa Lake	5,703,136.25	3,225,268.53	525,384.85	1,937,484.53	14,998.34
11	Enterprise-Lewiston	1,317,473.89	1,012,790.40	71,621.49	233,062.00	.....
12	Baker-Homestead	3,255,211.78	1,439,459.88	500,609.18	1,260,364.54	54,778.18
13	Baker-Unity	2,565,980.40	1,684,030.10	331,113.14	510,999.85	39,837.31
14	Crooked River	652,499.51	553,998.53	98,500.98	.....	.....
15	McKenzie	7,799,303.78	4,809,231.01	425,931.39	2,520,695.62	43,445.76
16	Santiam	6,184,037.76	4,339,164.29	232,885.28	1,536,820.13	75,168.06
17	McKenzie-Bend	785,219.78	469,710.58	5,509.20	310,000.00	.....
18	Willamette	8,775,465.37	4,382,358.33	311,897.95	3,952,438.58	128,770.51
19	Fremont	3,300,911.05	2,073,121.27	190,273.36	1,023,007.06	14,509.36
20	Klamath Falls-Lakeview	5,281,645.32	3,456,642.35	265,269.22	1,491,208.65	68,525.10
21	Green Springs	2,869,293.87	1,471,114.45	557,877.85	438,529.42	401,772.15
22	Crater Lake	6,009,938.38	3,284,231.43	195,895.65	2,529,811.30	.....
23	Dairy-Bononza	126,006.19	91,142.39	34,863.80	.....	.....
24	Burns-Crane	1,045,792.19	593,067.09	48,156.79	404,568.31	.....
25	Redwood	7,771,052.39	4,308,834.82	84,599.46	3,303,757.44	73,860.67
26	Mt. Hood	13,275,156.96	7,779,183.61	777,782.05	4,712,375.85	5,815.45
27	Alsea	3,958,578.86	2,530,580.61	278,757.08	1,149,241.17	.....
28	Pendleton-John Day	4,110,338.03	2,422,183.13	159,464.16	1,492,719.86	35,970.88
29	Tualatin Valley	7,191,205.48	4,683,616.12	177,813.38	2,268,036.29	61,739.69
30	Willamina-Salem	8,768,187.49	5,227,411.17	280,089.77	3,242,111.86	18,574.69
31	Albany-Corvallis	1,226,525.61	752,878.87	130,101.15	299,593.00	43,952.59
32	Three Rivers	751,674.85	671,384.42	21,646.19	58,644.24	.....
33	Corvallis-Newport	8,720,576.27	5,730,494.07	233,064.22	2,748,397.72	8,620.26
34	Siuslaw	3,466,462.53	2,673,928.73	476,293.56	316,240.24	.....
35	Coos Bay-Roseburg	19,830,377.31	12,901,083.38	665,942.50	6,244,343.52	19,007.91
36	Pendleton-Cold Springs	529,433.01	257,959.75	191,239.44	80,233.82	.....
37	Wilson River	6,594,444.05	5,143,409.16	.....	1,451,034.89	.....
38	Oregon Caves	543,877.12	523,140.99	14,000.00	6,736.13	.....
39	Salmon River	5,133,099.68	3,096,403.53	46,983.56	1,989,712.59	.....
40	Beaverton-Hillsdale	2,471,263.48	1,473,073.11	61,252.97	926,446.78	10,490.62
41	Ochoco	4,592,011.54	3,132,234.72	150,281.19	1,306,995.63	2,500.00
42	Sherman	6,468,383.25	2,934,055.54	360,879.73	3,171,700.19	1,747.79
43	Monmouth-Independence	121,432.10	115,693.10	.....	5,739.00	.....
44	Wapinitia	413,135.52	226,266.68	.....	186,868.84	.....
45	Umpqua	4,386,033.98	2,429,899.71	421,589.16	1,529,712.15	4,832.96
46	Necanicum	724,562.27	415,703.66	148,986.77	159,871.84	.....
47	Sunset	19,284,260.38	10,759,691.15	92,000.00	8,382,514.37	50,054.86
48	John Day-Burns	739,545.87	552,174.02	.....	178,992.00	8,379.85
49	Lakeview-Burns	1,170,333.61	751,610.90	31,604.06	387,118.65	.....
50	Klamath Falls-Malin	2,164,356.27	1,569,653.34	89,737.89	486,070.28	18,894.76
51	Wilsonville-Hubbard	794,781.85	333,730.57	.....	461,051.28	.....
52	Heppner	2,600,678.55	1,497,514.71	315,066.35	274,590.43	513,507.06
53	Warm Springs	4,270,507.32	2,422,600.28	.....	1,847,907.04	.....
54	Umatilla-Stanfield	709,379.18	542,229.16	55,475.66	104,916.14	6,758.22
58	Albany-Junction City	3,625,073.37	2,093,311.33	180,698.02	1,332,779.23	18,284.79
59	Sandy Boulevard	506,100.93	423,217.62	566.23	73,317.08	9,000.00
60	Rogue River	2,157,490.27	1,519,446.84	2,522.91	635,520.52	.....
61	Stadium Freeway	31,221,565.48	2,846,607.47	.....	28,374,958.01	.....
63	Rogue Valley	4,716,813.10	3,056,359.96	1,673.96	1,524,055.67	134,723.51
64	East Portland Freeway	458,448.44	120,631.43	.....	337,817.01	.....
I-82	Stanfield-Umatilla	14,998.17	1,624.88	.....	13,373.29	.....
	Undistributed, Entire State	1,288,454.99	895,629.76	.....	392,825.23	.....
	Undistributed, County General	105,595.30	69,986.44	35,608.86	.....	.....
	Flight Strips	1,130,789.90	625.36	.....	1,130,164.54	.....
	Totals	$973,843,571.61	$435,906,768.03	$ 14,489,958.94	$507,576,210.44	$ 15,870,634.20

Table No. 12

EXPENDITURES FOR PRIMARY STATE HIGHWAY MAINTENANCE WORK SUMMARIZED BY HIGHWAYS

Years 1917 to June 30, 1966, Inclusive

This table gives the totals of expenditures made for maintenance work upon each of the several primary state highways during the 50-year period ending June 30, 1966. It includes expenditures for contract maintenance and general maintenance.

Hwy. No.	Highway	Total Amount Expended	Cooperation in Expenditures			
			By State	By County	By Federal Government	By Misc. Contributors
1	Pacific	$ 17,569,156.92	$ 17,432,691.31	$ 8,355.96	$ 64,915.00	$ 63,194.65
1E	Pacific East	4,976,677.87	4,795,369.93	451.38	180,856.56	.....
1W	Pacific West	6,781,775.67	6,775,577.74	6,197.93	.....	.....
2	Columbia River	16,641,181.30	16,436,047.28	12,556.40	191,683.06	894.56
3	Oswego	822,426.52	821,201.28	.....	1,225.24	.....
4	The Dalles-California	13,028,469.24	12,943,099.65	769.57	84,600.02	.....
5	John Day	9,836,898.41	9,575,535.78	5,057.99	256,304.64	.....
6	Old Oregon Trail	13,219,148.01	13,178,375.09	613.57	40,159.35	.....
7	Central Oregon	7,522,636.14	7,514,697.84	343.26	7,595.04	.....
8	Oregon-Washington	1,333,009.47	1,328,728.30	4,281.17	.....	.....
9	Oregon Coast	23,516,043.55	23,273,194.51	3,751.81	238,097.23	1,000.00
10	Wallowa Lake	3,612,694.50	3,599,577.59	.....	13,116.91	.....
11	Enterprise-Lewiston	1,097,463.54	1,093,357.22	.....	4,106.32	.....
12	Baker-Homstead	2,035,804.08	2,030,969.34	196.16	4,638.58	.....
13	Baker-Unity	1,556,792.63	1,556,792.63	.....	.....	.....
14	Crooked River	497,753.25	495,625.84	.....	2,127.41	.....
15	McKenzie	4,628,948.89	4,579,744.57	.....	49,204.32	.....
16	Santiam	6,529,780.90	6,337,525.06	.....	183,268.35	8,987.49
17	McKenzie-Bend	659,588.54	655,932.64	.....	3,655.90	.....
18	Willamette	7,357,315.70	6,433,970.83	.....	923,344.87	.....
19	Fremont	4,071,813.92	3,949,596.31	.....	122,217.61	.....
20	Klamath Falls-Lakeview	3,532,487.37	3,516,976.50	.....	15,510.87	.....
21	Green Springs	3,494,958.42	3,484,268.06	200.77	10,489.59	.....
22	Crater Lake	3,542,532.79	3,461,412.89	.....	81,119.90	.....
23	Dairy-Bonanza	176,222.88	176,222.88	.....	.....	.....
24	Burns-Crane	579,761.91	579,665.44	96.47	.....	.....
25	Redwood	1,915,671.59	1,893,694.67	.....	21,976.92	.....
26	Mt. Hood	6,005,144.00	5,829,713.11	.....	175,430.89	.....
27	Alsea	2,644,801.98	2,573,385.71	.....	71,416.27	.....
28	Pendleton-John Day	4,501,625.42	4,493,974.35	.....	7,651.07	.....
29	Tualatin Valley	1,954,261.27	1,944,268.06	9,993.21	.....	.....
30	Willamina-Salem	1,437,429.36	1,415,974.97	36.01	21,418.38	.....
31	Albany-Corvallis	395,910.58	386,877.99	800.00	8,232.59	.....
32	Three Rivers	1,819,847.42	1,800,598.71	16,937.45	2,311.26	.....
33	Corvallis-Newport	3,544,516.16	3,513,047.63	320.50	31,148.03	.....
34	Siuslaw	3,783,506.82	3,688,780.59	.....	94,726.23	.....
35	Coos Bay-Roseburg	6,377,978.48	6,291,598.16	3,838.17	82,542.15	.....
36	Pendleton-Cold Springs	766,779.51	762,726.45	.....	4,053.06	.....
37	Wilson River	3,092,132.34	3,029,330.31	.....	62,802.03	.....
38	Oregon Caves	584,913.89	580,542.49	.....	4,371.40	.....
39	Salmon River	2,297,141.64	2,296,840.72	300.92	.....	.....
40	Beaverton-Hillsdale	447,853.75	445,862.76	1,739.95	251.04	.....
41	Ochoco	4,417,425.80	4,312,889.98	.....	104,535.82	.....
42	Sherman	3,225,683.23	3,075,405.67	.....	150,277.56	.....
43	Monmouth-Independence	151,605.99	151,605.99	.....	.....	.....
44	Wapinitia	1,015,631.80	1,015,631.80	.....	.....	.....
45	Umpqua	2,732,342.78	2,587,367.62	.....	144,975.16	.....
46	Necanicum	1,201,837.18	1,201,682.45	.....	154.73	.....
47	Sunset	4,522,330.19	4,521,505.19	.....	825.00	.....
48	John Day-Burns	1,985,276.95	1,976,430.48	.....	8,846.47	.....
49	Lakeview-Burns	1,561,067.64	1,555,711.77	.....	5,355.87	.....
50	Klamath Falls-Malin	1,006,894.52	1,006,894.52	.....	.....	.....
51	Wilsonville-Hubbard	89,960.24	89,960.24	.....	.....	.....
52	Heppner	1,871,770.40	1,862,644.91	.....	9,125.49	.....
53	Warm Springs	2,793,235.62	2,756,022.26	.....	37,213.36	.....
54	Umatilla-Stanfield	678,185.35	675,677.67	154.81	2,352.87	.....
58	Albany-Junction City	1,867,700.36	1,867,318.02	382.34	.....	.....
59	Sandy Boulevard	248,578.12	248,578.12	.....	.....	.....
60	Rogue River	677,473.80	666,570.96	654.21	10,248.63	.....
61	Stadium Freeway	4,297.65	4,297.65	.....	.....	.....
63	Rogue Valley	1,119,666.59	1,112,572.15	2,969.07	4,125.37	.....
	Maintenance Supervision	6,860,486.52	6,860,486.52	.....	.....	.....
	Undistributed	187,605.13	187,605.13	.....	.....	.....
	Totals	$238,409,912.49	$234,710,232.29	$ 80,999.08	$ 3,544,604.42	$ 74,076.70

Table No. 13

PRIMARY STATE HIGHWAY CONSTRUCTION EXPENDITURES SUMMARIZED BY COUNTIES

From 1917 to June 30, 1966

This table gives the totals of the expenditures made for primary state highway construction work in each of the several counties during the 50-year period ending June 30, 1966. It includes expenditures for construction, minor betterments, surveys, rights of way and state expenditures in connection with forest highway work.

County	Total Amount Expended	Cooperation in Expenditures			
		By State	By County	By Federal Government	By Misc. Contributors
Baker	$ 22,012,941.34	$ 6,310,400.07	$ 1,007,557.69	$ 14,536,366.08	$ 158,617.50
Benton	9,368,480.38	5,978,151.64	372,439.94	2,981,225.25	36,663.55
Clackamas	19,752,612.86	13,058,241.83	472,159.83	6,046,727.37	175,483.83
Clatsop	44,830,927.40	34,628,683.16	448,340.54	9,739,030.28	28,984.03
Columbia	12,538,106.40	7,712,676.49	12,060.23	4,793,556.44	5,702.63
Coos	31,560,728.38	20,227,267.54	580,028.83	10,665,959.80	87,472.21
Crook	2,348,410.10	1,604,567.14	192,238.85	549,104.11	2,500.00
Curry	31,311,808.69	26,926,579.57	216,142.72	4,169,086.40	.....
Deschutes	11,209,037.27	7,179,652.42	149,600.20	3,760,372.95	119,411.70
Douglas	82,749,649.60	37,979,980.19	1,098,767.18	43,631,444.84	39,457.39
Gilliam	22,601,417.57	6,180,839.73	266,278.07	8,511,867.36	7,642,432.41
Grant	7,302,072.21	3,974,209.54	185,034.28	3,134,448.54	8,379.85
Harney	6,170,475.03	3,574,955.30	128,701.27	2,466,818.46	.....
Hood River	30,010,393.43	13,996,254.84	252,660.04	15,050,297.00	711,181.55
Jackson	71,240,827.28	17,013,156.37	474,090.19	53,210,935.03	542,645.69
Jefferson	5,670,764.26	2,921,211.63	81,019.68	2,655,066.09	13,466.86
Josephine	30,536,417.34	9,770,732.28	118,680.32	20,573,144.07	73,860.67
Klamath	24,439,256.81	14,606,226.21	693,544.69	8,960,302.15	179,183.76
Lake	4,830,316.81	3,376,385.77	233,414.80	1,205,006.88	15,509.36
Lane	49,970,843.01	21,681,592.55	1,758,571.31	26,305,445.01	225,234.14
Lincoln	18,866,571.04	13,510,973.59	178,908.44	5,145,621.58	31,067.43
Linn	27,569,456.17	8,670,858.67	444,522.78	18,318,634.92	135,439.80
Malheur	19,371,121.52	7,668,991.23	192,501.04	9,891,823.04	1,617,806.21
Marion	23,258,172.00	13,409,259.95	241,862.34	9,545,692.26	61,357.45
Morrow	10,543,680.34	3,156,821.63	311,879.96	5,958,285.18	1,116,693.57
Multnomah	173,690,725.26	46,102,667.14	494,620.48	126,806,694.26	286,743.38
Polk	12,266,784.14	7,179,606.52	139,641.54	4,934,424.85	13,111.23
Sherman	17,202,746.68	4,079,093.20	273,903.11	11,526,667.24	1,323,083.13
Tillamook	12,528,805.11	7,679,921.05	495,026.67	4,315,787.43	38,069.96
Umatilla	24,027,655.23	11,011,911.28	546,576.77	12,146,466.92	322,700.26
Union	16,646,533.17	5,841,129.46	580,519.61	10,090,024.56	134,859.54
Wallowa	3,996,906.02	2,411,623.90	354,528.61	1,220,452.64	10,300.87
Wasco	45,642,635.35	17,112,767.12	816,661.11	27,091,478.09	621,729.03
Washington	28,430,054.79	19,161,604.39	100,412.78	9,097,252.45	70,785.17
Wheeler	6,663,627.41	3,600,649.26	171,598.91	2,891,379.24	.....
Yamhill	10,263,366.32	5,710,870.25	405,464.13	4,126,331.90	20,700.04
Flight Strips	1,130,789.90	625.36	.....	1,130,164.54	.....
Undistributed	1,288,454.99	1,107,176.92	.....	181,278.07	.....
Columbus Day Storm	.....	*Cr. 211,547.16*	.....	211,547.16	.....
Totals	$973,843,571.61	$435,906,768.03	$ 14,489,958.94	$507,576,210.44	$ 15,870,634.20
Construction	$804,158,003.80	$333,133,148.72	$ 13,941,151.27	$441,953,921.98	$ 15,129,781.83
Minor Betterment	22,330,160.01	21,812,963.96	6,172.52	4,000.00	507,023.53
Surveys	29,407,294.14	20,912,012.42	10,375.03	8,251,077.85	233,828.84
Rights of Way	110,465,655.77	53,060,535.41	37,909.75	57,367,210.61	.....
Forest Roads	7,482,457.89	6,988,107.52	494,350.37	.....	.....
Totals	$973,843,571.61	$435,906,768.03	$ 14,489,958.94	$507,576,210.44	$ 15,870,634.20

Table No. 14

EXPENDITURES FOR PRIMARY STATE HIGHWAY MAINTENANCE WORK SUMMARIZED BY COUNTIES

Years 1917 to June 30, 1966, Inclusive

This table gives totals of the expenditures made for primary state highway maintenance work in each of the several counties during the 50-year period ending June 30, 1966. It includes all expenditures for contract maintenance and general maintenance.

County	Total Amount Expended	Cooperation in Expenditures			
		By State	By County	By Federal Government	By Misc. Contributors
Baker	$ 8,105,433.68	$ 8,100,598.94	$ 196.16	$ 4,638.58	$ .....
Benton	4,444,007.08	4,401,610.84	1,115.81	41,280.43	.....
Clackamas	6,819,800.68	6,643,238.81	240.97	176,320.90	.....
Clatsop	6,552,059.49	6,517,848.92	8,796.11	24,519.90	894.56
Columbia	2,521,126.33	2,521,126.33	.....	.....	.....
Coos	8,037,644.35	7,957,144.49	5,978.76	74,521.10	.....
Crook	2,329,052.86	2,261,211.31	.....	67,841.55	.....
Curry	6,474,746.30	6,460,781.30	205.18	13,759.82	.....
Deschutes	6,619,565.76	6,604,400.62	240.10	14,925.04	.....
Douglas	13,152,004.63	12,922,743.55	4,140.83	225,120.25	.....
Gilliam	3,320,790.93	3,194,473.27	2,299.14	124,018.52	.....
Grant	6,993,280.24	6,853,030.62	2,430.17	137,819.45	.....
Harney	4,805,290.51	4,787,081.54	111.92	18,097.05	.....
Hood River	4,491,265.91	4,400,617.16	.....	90,648.75	.....
Jackson	9,505,937.53	9,369,655.34	4,547.33	131,734.86	.....
Jefferson	3,059,654.23	2,978,853.82	.....	80,800.41	.....
Josephine	4,196,022.20	4,167,854.77	1,641.59	26,525.84	.....
Klamath	13,767,004.59	13,749,437.76	48.52	17,518.31	.....
Lake	5,760,244.56	5,634,772.08	.....	125,472.48	.....
Lane	18,251,757.37	17,167,653.49	1,899.06	1,082,204.82	.....
Lincoln	7,490,268.02	7,374,041.60	320.50	115,905.92	.....
Linn	7,794,863.60	7,568,262.41	333.54	217,280.16	8,987.49
Malheur	6,182,412.64	6,182,084.83	327.81	.....	.....
Marion	3,625,814.80	3,606,069.31	210.41	19,535.08	.....
Morrow	2,721,404.51	2,709,302.29	2,976.73	9,125.49	.....
Multnomah	9,601,585.93	9,345,431.35	.....	192,959.93	63,194.65
Polk	3,105,275.99	3,099,643.59	582.13	5,050.27	.....
Sherman	3,883,395.20	3,702,033.17	.....	181,362.03	.....
Tillamook	7,691,099.07	7,524,669.52	8,779.59	156,649.96	1,000.00
Umatilla	9,817,930.31	9,761,759.30	4,599.21	51,571.80	.....
Union	6,133,249.93	6,124,199.76	514.69	8,535.48	.....
Wallowa	2,806,083.58	2,797,395.83	.....	8,687.75	.....
Wasco	8,023,187.39	7,975,369.62	776.61	47,041.16	.....
Washington	5,458,597.04	5,446,805.25	11,540.75	251.04	.....
Wheeler	4,075,285.05	4,022,993.50	1,693.72	50,597.83	.....
Yamhill	3,744,678.55	3,727,944.35	14,451.74	2,282.46	.....
Maintenance Supervision	6,860,486.52	6,860,486.52	.....	.....	.....
Undistributed	187,605.13	187,605.13	.....	.....	.....
Totals	$238,409,912.49	$234,710,232.29	$ 80,999.08	$ 3,544,604.42	$ 74,076.70
General Maintenance	$217,612,603.45	$214,315,704.91	$ 80,470.21	$ 3,214,646.46	$ 1,781.87
Contract Maintenance	13,749,217.39	13,346,435.73	528.87	329,957.96	72,294.83
Maintenance Supervision	6,860,486.52	6,860,486.52	.....	.....	.....
Undistributed	187,605.13	187,605.13	.....	.....	.....
Totals	$238,409,912.49	$234,710,232.29	$ 80,999.08	$ 3,544,604.42	$ 74,076.70

Table No. 15

SECONDARY STATE HIGHWAY CONSTRUCTION EXPENDITURES SUMMARIZED BY COUNTIES

From 1917 to June 30, 1966

This table gives the totals of the expenditures made for secondary state highway construction work in each of the several counties during the 50-year period ending June 30, 1966. It includes expenditures for construction, minor betterment, surveys, rights of way, and state expenditures in connection with forest road work.

County	*Total Amount Expended*	*Cooperation in Expenditures*			
		By State	*By County*	*By Federal Government*	*By Misc. Contributors*
Baker	$ 3,011,676.47	$ 968,095.29	$	$ 927,420.88	$ 1,116,160.30
Benton	1,784,074.07	1,307,041.25	.....	471,816.94	5,215.88
Clackamas	8,344,638.64	5,000,098.71	59,854.82	3,272,511.21	12,173.90
Clatsop	2,012,984.58	1,512,884.71	9,070.98	491,028.89	.....
Columbia	1,368,643.59	799,299.76	.....	569,343.83	.....
Coos	5,036,565.46	2,816,423.47	228,466.17	1,874,506.52	117,169.30
Crook	3,877,865.03	1,733,132.48	63,896.11	2,080,836.44	.....
Curry	65,245.58	42,366.32	.....	22,879.26	.....
Deschutes	788,392.93	505,339.62	36,245.19	246,808.12	.....
Douglas	9,756,247.28	5,649,892.66	99,575.27	3,980,907.59	25,871.76
Gilliam	1,217,718.85	721,759.13	.....	495,959.72	.....
Grant	1,291,650.30	596,775.55	9,086.75	685,788.00	.....
Harney	3,036,026.15	1,437,109.55	23,196.60	1,575,720.00	.....
Hood River	792,327.08	596,239.54	7,278.92	188,808.62	.....
Jackson	3,786,170.29	2,227,736.71	50,658.25	1,433,282.93	74,492.40
Jefferson	550,730.46	262,459.97	32,340.00	255,930.49	.....
Josephine	851,381.75	539,370.13	.....	309,545.61	2,466.01
Klamath	2,427,415.55	1,440,280.31	70,558.62	916,576.62	.....
Lake	1,968,738.82	1,304,308.73	.....	664,430.09	.....
Lane	16,436,908.79	7,287,110.75	841,647.01	8,140,028.35	168,122.68
Lincoln	2,919,321.39	1,613,756.06	.....	1,305,565.33	.....
Linn	3,777,972.94	2,143,118.15	23,000.00	1,602,214.33	9,640.46
Malheur	10,095,972.07	5,188,252.13	64,224.82	4,620,789.83	222,705.29
Marion	11,332,087.84	5,287,855.55	2,012.45	5,816,263.82	225,956.02
Morrow	1,059,980.59	606,567.20	.....	453,413.39	.....
Multnomah	3,018,319.50	1,633,950.88	57,000.00	1,301,542.00	25,826.62
Polk	2,175,538.67	1,047,670.03	15,382.35	1,080,243.43	32,242.86
Sherman	2,230,752.74	1,126,931.47	.....	1,103,821.27	.....
Tillamook	1,231,882.78	794,645.99	15,000.00	422,236.79	.....
Umatilla	3,267,030.24	1,653,214.72	51,726.84	1,552,534.03	9,554.65
Union	2,211,540.35	1,393,692.85	12,559.22	702,515.10	102,773.18
Wallowa	1,709,328.49	1,008,087.68	.....	701,240.81	.....
Wasco	2,127,852.53	1,470,718.68	30,808.55	626,325.30	.....
Washington	7,252,502.64	3,382,775.54	.....	3,809,430.89	60,296.21
Wheeler	1,175,772.21	1,041,733.21	5,000.00	129,039.00	.....
Yamhill	5,938,198.95	3,085,800.80	16,136.35	2,823,563.48	12,698.32
Totals	$129,929,455.60	$ 69,226,495.58	$ 1,824,725.27	$ 56,654,868.91	$ 2,223,365.84
Construction	$105,009,772.45	$ 50,330,361.93	$ 1,680,913.03	$ 50,935,507.21	$ 2,062,990.28
Minor Betterment	7,523,347.22	7,429,450.87	12,803.05	.....	81,093.30
Surveys	4,350,321.14	4,182,855.68	1,009.19	116,543.63	49,912.64
Rights of Way	12,346,187.64	6,583,999.95	130,000.00	5,602,818.07	29,369.62
Forest Roads	699,827.15	699,827.15	.....	.....	.....
Totals	$129,929,455.60	$ 69,226,495.58	$ 1,824,725.27	$ 56,654,868.91	$ 2,223,365.84

Table No. 16

EXPENDITURES FOR SECONDARY STATE HIGHWAY MAINTENANCE WORK SUMMARIZED BY COUNTIES

Years 1917 to June 30, 1966, Inclusive

This table gives the totals of expenditures made for secondary state highway maintenance work in each of the several counties during the 50-year period ending June 30, 1966. It includes expenditures for contract maintenance and general maintenance.

County	Total Amount Expended	Cooperation in Expenditures			
		By State	By County	By Federal Government	By Misc. Contributors
Baker	$ 1,428,203.89	$ 1,428,170.16	$ 33.73	$	$ .....
Benton	1,110,401.65	1,095,456.66	.....	14,944.99	.....
Clackamas	5,265,207.33	5,082,569.12	.....	182,638.21	.....
Clatsop	2,178,290.67	2,168,650.54	.....	9,640.13	.....
Columbia	1,848,595.70	1,846,313.69	.....	2,282.01	.....
Coos	4,414,454.17	4,363,480.40	749.86	50,223.91	.....
Crook	1,428,458.66	1,400,446.62	.....	28,012.04	.....
Curry	85,340.02	85,340.02	.....	.....	.....
Deschutes	966,703.55	966,703.55	.....	.....	.....
Douglas	4,060,168.73	3,815,556.51	.....	244,612.22	.....
Gilliam	555,137.31	553,472.37	.....	1,664.94	.....
Grant	524,129.38	508,710.85	.....	15,418.53	.....
Harney	1,260,377.19	1,260,377.19	.....	.....	.....
Hood River	934,063.65	934,063.65	.....	.....	.....
Jackson	2,415,060.69	2,386,162.68	275.14	28,622.87	.....
Jefferson	499,765.84	499,765.84	.....	.....	.....
Josephine	1,016,851.16	1,007,481.39	.....	9,369.77	.....
Klamath	2,447,566.41	2,438,311.49	.....	9,254.92	.....
Lake	1,049,624.42	1,003,784.60	.....	45,839.82	.....
Lane	4,133,588.38	4,079,290.35	108.00	54,190.03	.....
Lincoln	1,470,946.99	1,431,954.33	.....	38,992.66	.....
Linn	3,552,848.03	3,388,822.64	450.28	163,575.11	.....
Malheur	4,539,352.86	4,539,220.91	131.95	.....	.....
Marion	4,797,084.06	4,167,950.10	.....	629,133.96	.....
Morrow	1,349,087.17	1,338,642.22	.....	10,444.95	.....
Multnomah	2,521,716.98	2,505,432.32	.....	2,817.11	13,467.55
Polk	1,734,210.59	1,727,177.15	16.94	7,016.50	.....
Sherman	634,127.98	621,409.59	.....	12,718.39	.....
Tillamook	824,138.55	824,138.55	.....	.....	.....
Umatilla	2,785,732.07	2,723,957.32	1,084.53	60,690.22	.....
Union	2,926,267.92	2,884,120.73	.....	42,147.19	.....
Wallowa	637,270.54	637,270.54	.....	.....	.....
Wasco	749,893.59	733,930.37	.....	15,963.22	.....
Washington	2,643,730.87	2,629,903.93	.....	13,826.94	.....
Wheeler	889,948.92	879,752.39	.....	10,196.53	.....
Yamhill	2,539,215.76	2,531,315.58	.....	7,900.18	.....
Maintenance Supervision	2,049,861.04	2,049,861.04	.....	.....	.....
Undistributed	17,673.94	17,673.94	.....	.....	.....
Totals	$ 74,285,096.66	$ 72,556,641.33	$ 2,850.43	$ 1,712,137.35	$ 13,467.55
General Maintenance	$ 69,382,027.95	$ 67,682,947.49	$ 863.13	$ 1,698,217.33	$ .....
Contract Maintenance	2,835,533.73	2,806,158.86	1,987.30	13,920.02	13,467.55
Maintenance Supervision	2,049,861.04	2,049,861.04	.....	.....	.....
Undistributed	17,673,94	17,673.94	.....	.....	.....
Totals	$ 74,285,096.66	$ 72,556,641.33	$ 2,850.43	$ 1,712,137.35	$ 13,467.55

Table No. 17

LOCAL ROAD AND STREET CONSTRUCTION EXPENDITURES SUMMARIZED BY COUNTIES

From 1917 to June 30, 1966

This table gives the totals of the expenditures made for construction of roads and streets that are not on the state highway system. It includes expenditures for construction, minor betterments, surveys, rights of way, and state expenditures in connection with forest highway work.

County	Total Amount Expended	Cooperation in Expenditures			
		By State	By County	By Federal Government	By Misc. Contributors
Baker	$ 1,075,576.20	$ 373,260.79	$ 186,804.79	$ 515,510.62	$ .....
Benton	1,443,130.90	565,475.25	183,459.10	693,849.01	347.54
Clackamas	2,819,322.92	878,093.90	438,721.28	1,478,070.97	24,436.77
Clatsop	1,306,567.19	371,939.36	169,988.44	735,127.92	29,511.47
Columbia	2,143,432.77	997,418.26	189,160.37	946,784.96	10,069.18
Coos	3,238,897.00	932,657.22	643,558.51	1,657,551.96	5,129.31
Crook	779,163.25	284,896.24	104,168.08	384,504.70	5,594.23
Curry	653,485.59	303,218.68	83,727.19	212,249.83	54,289.89
Deschutes	1,373,593.52	490,369.78	261,723.50	620,850.24	650.00
Douglas	5,819,692.78	2,264,595.29	1,085,961.35	2,433,696.56	35,439.58
Gilliam	546,418.22	148,796.99	106,678.33	285,478.27	5,464.63
Grant	938,510.58	352,410.39	139,910.42	446,059.52	130.25
Harney	443,503.87	128,062.29	26,473.35	280,975.32	7,992.91
Hood River	1,195,081.91	424,194.26	193,854.06	577,033.59	.....
Jackson	2,303,218.44	750,005.13	339,373.06	1,209,438.32	4,401.93
Jefferson	1,076,532.69	382,317.33	148,096.33	542,059.85	4,059.18
Josephine	1,884,253.56	811,616.61	272,793.21	799,843.74	.....
Klamath	2,299,141.38	840,221.50	275,703.58	1,175,921.26	7,295.04
Lake	1,744,355.00	637,608.18	274,091.96	799,019.78	33,635.08
Lane	4,238,351.42	918,249.40	1,211,359.25	1,602,756.76	505,986.01
Lincoln	1,813,778.24	673,959.31	293,738.99	802,860.50	43,219.44
Linn	3,006,167.83	1,114,088.94	361,940.63	1,439,117.87	91,020.39
Malheur	1,909,742.57	666,663.99	257,876.69	972,672.27	12,529.62
Marion	4,279,911.66	1,582,100.66	746,738.87	1,926,572.85	24,499.28
Morrow	718,150.23	224,552.27	117,766.40	372,655.00	3,176.56
Multnomah	6,649,657.78	1,544,817.50	829,951.06	4,203,274.18	71,615.04
Polk	2,281,076.30	1,002,298.82	436,743.35	804,357.93	37,676.20
Sherman	828,745.67	248,399.95	121,935.62	458,410.10	.....
Tillamook	1,683,223.69	628,042.96	239,056.54	762,128.87	53,995.32
Umatilla	3,443,901.14	1,918,750.59	359,652.82	1,104,280.33	61,217.40
Union	1,556,416.80	584,475.83	196,953.06	763,347.15	11,640.76
Wallowa	856,682.10	298,556.05	139,352.02	398,292.41	20,481.62
Wasco	1,784,606.30	622,578.21	277,968.92	884,059.17	.....
Washington	2,352,370.07	913,204.27	335,245.35	1,083,766.80	20,153.65
Wheeler	709,851.58	227,292.45	99,490.71	383,068.42	.....
Yamhill	2,113,745.22	801,441.07	273,160.73	986,675.44	52,467.98
Totals	$ 73,310,256.37	$ 25,906,629.72	$ 11,423,177.92	$ 34,742,322.47	$ 1,238,126.26
Construction	$ 64,743,194.88	$ 18,270,037.24	$ 11,393,722.22	$ 34,501,138.59	$ 578,296.83
City Allotment	4,886,801.00	4,227,471.57	.....	.....	659,329.43
Forest Roads	144,675.60	129,275.60	15,400.00	.....	.....
Minor Betterment	119,058.92	119,058.92	.....	.....	.....
Surveys	2,965,594.39	2,906,785.47	14,055.70	44,253.22	500.00
Rights of Way	450,931.58	254,000.92	.....	196,930.66	.....
Totals	$ 73,310,256.37	$ 25,906,629.72	$ 11,423,177.92	$ 34,742,322.47	$ 1,238,126.26

Table No. 18

EXPENDITURES FOR LOCAL ROAD AND STREET MAINTENANCE WORK SUMMARIZED BY COUNTIES

Years 1917 to June 30, 1966, Inclusive

This table gives the total expenditures for maintenance work on roads and streets that are not on the state highway system. It includes expenditures for maintenance of county road signs and prior maintenance of sections of state highways which have been abandoned and maintenance of local city streets.

County	Total Amount Expended	Cooperation in Expenditures		
		By State	By County	By Federal Government
Baker	$ 127,752.79	$ 127,192.90	$ 559.89	$
Benton	51,016.03	51,016.03		
Clackamas	153,603.86	153,603.86		
Clatsop	39,991.91	39,991.91		
Columbia	24,886.59	24,886.59		
Coos	31,354.41	29,041.39		2,313.02
Crook	10,936.54	10,936.54		
Curry	2,190.55	2,190.55		
Deschutes	20,991.88	20,991.88		
Douglas	65,575.19	64,932.80	642.39	
Gilliam	8,077.75	8,077.75		
Grant	8,845.76	8,845.76		
Harney	14,261.51	14,261.51		
Hood River	29,091.01	29,091.01		
Jackson	100,325.95	100,325.95		
Jefferson	16,749.86	16,749.86		
Josephine	74,470.73	74,470.73		
Klamath	394,659.05	394,659.05		
Lake	23,494.20	23,494.20		
Lane	558,385.50	558,385.50		
Lincoln	15,530.69	15,530.69		
Linn	436,759.64	435,463.00	1,296.64	
Malheur	32,600.43	32,600.43		
Marion	142,046.49	142,046.49		
Morrow	13,612.92	13,612.92		
Multnomah	128,033.38	128,033.38		
Polk	210,562.12	210,562.12		
Sherman	9,185.43	9,185.43		
Tillamook	22,532.43	19,107.30		3,425.13
Umatilla	623,341.04	620,960.92	2,015.79	364.33
Union	23,400.92	23,400.92		
Wallowa	16,569.44	16,569.44		
Wasco	23,665.96	23,665.96		
Washington	61,361.51	61,361.51		
Wheeler	5,446.89	5,446.89		
Yamhill	37,517.35	37,517.35		
Maintenance Supervision	2,195.70	2,195.70		
Totals	$ 3,561,023.41	$ 3,550,406.22	$ 4,514.71	$ 6,102.48
General Maintenance	$ 2,443,559.75	$ 2,436,435.16	$ 4,514.71	$ 2,609.88
Contract Maintenance	16,612.16	16,544.69		67.47
Signing County Roads	731,787.16	731,787.16		
City Street Maintenance	366,868.64	363,443.51		3,425.13
Maintenance Supervision	2,195.70	2,195.70		
Totals	$ 3,561,023.41	$ 3,550,406.22	$ 4,514.71	$ 6,102.48

Table No. 19

FOREST HIGHWAY EXPENDITURES ON STATE HIGHWAY ROUTES CLASSIFIED BY COUNTIES

Years 1917 to June 30, 1966

In this table are given the expenditures that have been made in connection with forest highway construction work on the State highway system. This work was supervised by the Bureau of Public Roads, and the amounts of Federal Government expenditures and county expenditures here shown are as reported by that bureau. The State expenditures shown are also included in the foregoing tables Nos. 11, 15, and 17, but the Federal Government and county expenditures are not included in those tables. For a classification of these expenditures by highways see Table No. 20.

County	Total Amount Expended	Cooperation in Expenditures		
		By State	By County	By Federal Government
Baker	$ 488,708.40	$ 44,845.60	$ 584.00	$ 443,278.80
Clackamas	4,419,819.90	525,124.95	.....	3,894,694.95
Coos	1,772,567.59	9,472.03	83,000.00	1,680,095.56
Crook	1,434,549.74	113,488.86	26,875.00	1,294,185.88
Curry	2,678,213.38	118,355.38	30,000.00	2,529,858.00
Deschutes	395,160.73	159,978.47	20,400.00	214,782.26
Douglas	8,028,595.54	1,848,061.94	275,054.98	5,905,478.62
Grant	4,789,711.92	183,695.02	250,046.25	4,355,970.65
Harney	1,663,557.57	.....	65,000.00	1,598,557.57
Hood River	3,572,246.15	334,984.38	.....	3,237,261.77
Jackson	6,696,481.19	327,196.65	3,438.81	6,365,845.73
Jefferson	350,731.29	56,000.00	13,000.00	281,731.29
Josephine	965,039.28	308,361.06	17,522.99	639,155.23
Klamath	2,902,614.19	209,114.95	179,954.97	2,513,544.27
Lake	1,707,877.25	227,455.92	.....	1,480,421.33
Lane	12,003,439.38	1,552,109.11	312,500.00	10,138,830.27
Lincoln	6,095,042.31	923,063.83	315,000.00	4,856,978.48
Linn	5,242,075.69	Misc. 66,561.78	202,014.00	4,973,499.91
Marion	6,218,000.55	476,493.82	173,586.00	5,567,920.73*
Morrow	817,183.32	.....	75,000.00	742,183.32
Multnomah	1,677,379.42	52,500.00	.....	1,624,879.42
Tillamook	5,167,346.13	332,115.59	18,624.69	4,816,605.85
Umatilla	2,710,491.83	155,287.23	165,718.32	2,389,486.28
Union	814,762.15	.....	.....	814,762.15
Wallowa	1,669,544.33	67,951.65	39,210.35	1,562,382.33
Wasco	1,911,343.10	180,844.08	25,000.00	1,705,499.02
Wheeler	1,296,648.86	105,060.12	29,900.00	1,161,688.74
Totals	$ 87,489,131.19	$ 8,311,560.64 Misc. 66,561.78	$ 2,321,430.36	$ 76,789,578.41

* Includes $4,073,611.60 War Department Funds expended on North Santiam Highway.

Table No. 20

FOREST HIGHWAY EXPENDITURES ON STATE HIGHWAY ROUTES CLASSIFIED BY HIGHWAYS

Years 1917 to June 30, 1966

In this table are given the expenditures that have been made in connection with forest highway construction work on the State highway system. This work was supervised by the Bureau of Public Roads, and the amounts of Federal Government expenditures and county expenditures here shown are as reported by that bureau. The State expenditures shown are also included in the foregoing tables Nos. 11, 15, and 17, but the Federal Government and county expenditures are not included in those tables. For a classification of these expenditures by counties see Table No. 19.

Hwy. No.	Highway	Total Amount Expended	Cooperation in Expenditures		
			By State	By County	By Federal Government
1	Pacific	$ 2,671,380.52	$ 1,463,776.86	$ 23,000.00	$ 1,184,603.66
2	Columbia River	1,934,828.37	117,500.00	.....	1,817,328.37
4	The Dalles-California	648,505.02	178,806.28	149,592.81	320,105.93
5	John Day	1,458,666.28	174,485.34	162,110.76	1,122,070.18
9	Oregon Coast	12,822,370.05	1,113,236.94	233,000.00	11,476,133.11
11	Enterprise-Lewiston	1,530,673.72	67,951.65	39,210.35	1,423,511.72
15	McKenzie	2,885,779.90	477,416.87	20,000.00	2,388,363.03
16	Santiam	2,723,171.49	56,000.00	131,000.00	2,536,171.49
18	Willamette	4,548,131.80	196,000.00	37,500.00	4,314,631.80
19	Fremont	850,377.67	879.37	.....	849,498.30
20	Klamath Falls-Lakeview	913,568.40	226,919.50	.....	686,648.90
22	Crater Lake	3,629,036.32	332,162.37	26,300.97	3,270,572.98
25	Redwood	654,305.64	144,048.79	9,522.99	500,733.86
26	Mt. Hood	6,613,443.41	586,576.61	.....	6,026,866.80
27	Alsea	2,387,968.25	415,408.11	165,000.00	1,807,560.14
28	Pendleton-John Day	2,935,916.93	185,287.23	222,218.32	2,528,411.38
32	Three Rivers	475,776.61	149,528.51	18,624.69	307,623.41
34	Siuslaw	2,979,945.35	723,916.81	260,000.00	1,996,028.54
38	Oregon Caves	310,733.64	164,312.27	8,000.00	138,421.37
39	Salmon River	1,034,328.16	180,000.00	.....	854,328.16
41	Ochoco	2,254,356.81	218,548.98	31,775.00	2,004,032.83
44	Wapinitia	772,332.88	281,376.80	25,000.00	465,956.08
45	Umpqua	2,162,869.08	4,263.32	128,001.65	2,030,604.11
48	John Day-Burns	4,261,702.73	24,055.28	97,019.49	4,140,627.96
53	Warm Springs	1,373,767.10	.....	.....	1,373,767.10
162	North Santiam	7,071,169.77	476,493.82	257,600.00	6,337,075.95*
171	Clackamas	107,854.42	.....	.....	107,854.42
173	Timberline	778,562.39	108,000.00	.....	670,562.39
181	Siletz	147,634.94	.....	30,000.00	117,634.94
215	Clear Lake-Belknap Springs	3,187,082.18	Misc. 66,561.78	.....	3,120,520.40
230	Tiller-Trail	1,967,226.22	223,333.33	124,053.33	1,619,839.56
232	Crater Lake-North	490,260.23	.....	.....	490,260.23
233	West Diamond Lake	1,062,174.50	.....	.....	1,062,174.50
270	Lake of the Woods	3,297,702.72	.....	.....	3,297,702.72
321	Heppner-Spray	1,294,097.52	.....	100,000.00	1,194,097.52
330	Weston-Elgin	583,383.78	.....	.....	583,383.78
341	Ukiah-Hilgard	1,227,562.15	.....	.....	1,227,562.15
350	Little Sheep Creek	138,798.20	.....	.....	138,798.20
421	Klamath Lake	7,683.46	.....	.....	7,683.46
424	Sand Creek	53,314.04	.....	.....	53,314.04
425	East Diamond Lake	1,204,012.94	.....	7,500.00	1,196,512.94
	Cascade Lakes (State Cooperation)	36,675.60	21,275.60	15,400.00	.....
	Totals	$ 87,489,131.19	$ 8,311,560.64 Misc. 66,561.78	$ 2,321,430.36	$ 76,789,578.41

* Includes $4,073,611.60 War Department Funds expended on Niagara-Detroit Project.

Table No. 21

STATISTICS PERTAINING TO FOREST HIGHWAY WORK ON STATE HIGHWAYS

The statistics given here apply to highway work in the State of Oregon performed under the supervision of the Bureau of Public Roads. All the work included is upon state highways at points where these highways are in or adjacent to National Forests. The work is financed under cooperative agreements between the federal government, the state, and the counties of the state, the federal funds being Oregon's proportionate share of funds annually appropriated by Congress for forest road work.

The amounts of county and federal government expenditures given here, and the mileages of work performed, are as reported by the Bureau of Public Roads. The amounts of state expenditures are as shown by the disbursement records of the State Highway Commission.

EXPENDITURES ON FOREST HIGHWAY WORK BY YEARS

Year	*Total Amount Expended*	*Cooperation in Expenditures*		
		By State	*By County*	*By Federal Government*
1918-1919-1920	$ 1,568,432.01	$ 809,261.58	$ 102,271.45	$ 656,898.98
1921-1922	1,630,589.13	724,970.53	67,142.21	838,476.39
1923-1924	3,788,011.33	1,092,660.31	725,942.05	1,969,408.97
1925-1926	2,068,546.50	759,762.58	481,431.18	827,352.74
1927-1928	1,404,682.06	250,943.85	245,875.15	907,863.06
1929-1930	2,144,897.80	778,986.98	150,050.00	1,215,860.82
1931-1932	3,898,040.00	856,085.58	299,474.39	2,742,480.03
1933-1934	3,981,315.25	167,330.80	210,586.74	3,603,397.71
1935-1936	2,264,461.55	257,501.65	*Cr.* 2,842.81	2,009,802.71
1937-1938	2,457,832.51	87,500.00	6,100.00	2,364,232.51
1939-1940	1,687,958.53	35,000.00	.....	1,652,958.53
1941-1942	842,584.72	285,500.00	.....	557,084.72
1943-1944	54,328.90	*Cr. 36,824.40*	.....	91,153.30
1945-1946	294,603.79	100,000.00	.....	194,603.79
1947-1948	5,417,867.51	390,000.00	.....	5,027,867.51
1949-1950	8,271,464.56	1,431,000.00	.....	6,840,464.56
1951-1952	4,974,187.39	101,493.82	.....	4,872,693.57
1953-1954	4,159,468.48	22,178.61	.....	4,137,289.87
1955-1956	4,537,840.19	2,141.85	.....	4,535,698.34
1957-1958	6,054,025.35	8,225.40	.....	6,045,799.95
1959	3,524,226.58	7,906.23	.....	3,516,320.35
1960	2,951,010.27	43,735.85	.....	2,907,274.42
1961	2,907,756.77	37,165.51 Misc. 61,315.10	.....	2,809,276.16
1962	4,498,588.60	143,089.45 Misc. 5,246.68	.....	4,350,252.47
1963 to June 30	829,593.23	*Cr. 44,446.11*	.....	874,039.34
1964 Fiscal Year	4,538,802.14	45,651.93	15,400.00	4,477,750.21
1965 Fiscal Year	3,587,004.53	*Cr. 74,801.16*	20,000.00	3,641,805.69
1966 Fiscal Year	3,151,011.51	29,539.80	.....	3,121,471.71
Totals	$ 87,489,131.19	$ 8,311,560.64 Misc. 66,561.78	$ 2,321,430.36	$ 76,789,578.41*

* Includes $4,073,611.60 War Department Funds expended on the North Santiam Highway, $419,239.79 in 1947, $2,529,644.72 in 1948, $599,266.37 in 1949, $186,008.90 in 1950, $281,299.92 in 1951, $58,553.99 in 1952, *Cr. $402.09* in 1953.

MILEAGES OF FOREST HIGHWAY WORK COMPLETED ON STATE HIGHWAY SYSTEM

Year	Concrete Pavement (Miles)	Bituminous Macadam (Miles)	Oiled Surfacing (Miles)	Unoiled Surfacing (Miles)	Graded Only (Miles)
1918-1919	.....	.....	.....	.....	67.20
1920-1921	.....	.....	.....	60.83	76.78
1922-1923	.....	.....	.....	110.29	76.69
1924-1925	.....	.....	.....	174.56	204.07
1926-1927	.....	.....	.....	94.91	92.12
1928-1929	.....	.....	.....	23.60	42.80
1930-1931	.....	.....	.....	47.23	91.64
1932-1933	.....	24.94	.....	102.67	42.94
1934-1935	.....	24.65	84.22	18.08	28.03
1936	.....	.....	.....	43.59	41.84
1937	0.18	37.26	23.22	41.73	17.85
1938	.....	8.36	7.10	23.31	23.04
1939	.....	16.89	20.69	37.78	8.55
1940	.....	6.07	40.34	46.41	27.58
1941	.....	.....	.....	7.63	.....
1942	.....	5.21	3.87	16.72	13.03
1943	.....	5.24	.....	5.24	5.24
1944	.....	.....	.....	.....	.....
1945	.....	0.29	.....	0.29	0.29
1946	.....	.....	.....	.....	.....
1947	.....	.....	.....	.....	6.42
1948	.....	17.51	.....	17.51	5.08
1949	.....	.....	13.49	13.49	32.77
1950	.....	49.65	14.07	42.62	17.42
1951	.....	28.71	20.62	42.86	6.47
1952	.....	11.52	12.21	23.37	19.71
1953	.....	47.80	.....	47.80	13.47
1954	.....	11.04	3.54	15.81	7.37
1955	.....	30.04	.....	8.35	17.86
1956	.....	7.94	3.42	11.87	18.49
1957	.....	21.59	.....	13.14	25.25
1958	.....	5.85	4.27	10.11	20.03
1959	.....	14.28	13.37	23.76	14.43
1960	.....	25.61	.....	30.09	24.54
1961	.....	9.24	4.01	16.02	17.66
1962 (to June 30)	.....	.....	0.63	0.63	0.63
1963 Fiscal Year	.....	31.00	2.79	36.31	7.74
1964 Fiscal Year	.....	35.43	6.18	28.12	39.92
1965 Fiscal Year	.....	.....	4.18	4.18	10.90
1966 Fiscal Year	.....	44.12	4.00	35.42	12.46
Totals	0.18	520.24	286.22	1,276.33	1,178.31

Table No. 22

COUNTY DISBURSEMENTS FOR ROAD PURPOSES

1961 to 1965, Inclusive, for the fiscal years ending June 30

County disbursements as shown below include cooperative payments which constitute the county's share in the cost of projects handled under the direct supervision of the State Highway Commission. Transfers to nonroad funds are excluded.

County	1961	1962	1963	1964	1965
Baker	$ 452,851	$ 432,401	$ 407,410	$ 437,019	$ 467,845
Benton	526,163	565,298	520,754	593,166	471,646
Clackamas	1,387,423	1,546,188	1,462,912	1,877,598	2,096,661
Clatsop	313,538	300,136	316,867	310,138	323,620
Columbia	469,708	492,945	521,085	489,748	531,163
Coos	1,168,334	1,171,971	1,243,768	1,326,970	1,515,174
Crook	342,208	202,993	167,989	176,931	232,929
Curry	523,751	669,629	581,892	731,673	1,179,371
Deschutes	532,543	343,698	443,048	474,483	468,374
Douglas	3,720,571	4,183,876	4,210,513	3,672,349	5,736,265
Gilliam	116,551	125,701	105,120	124,338	261,616
Grant	355,954	355,885	282,277	299,484	410,454
Harney	264,508	253,242	222,949	209,622	260,614
Hood River	425,847	357,518	326,260	367,421	419,269
Jackson	1,476,628	1,512,844	1,526,140	1,484,244	1,807,732
Jefferson	232,174	201,086	230,549	224,196	224,184
Josephine	1,221,647	1,151,773	999,853	1,075,277	1,630,685
Klamath	1,059,612	1,004,982	895,615	941,384	1,084,618
Lake	396,065	207,174	275,087	368,697	654,325
Lane	3,097,149	3,205,718	3,658,236	4,787,569	5,688,058
Lincoln	585,443	648,210	604,197	827,895	863,787
Linn	1,329,388	1,529,247	1,535,773	1,538,288	1,483,881
Malheur	343,088	460,871	449,501	410,243	511,138
Marion	1,404,884	1,641,305	1,690,870	1,599,973	1,893,445
Morrow	207,725	209,499	141,836	151,203	394,831
Multnomah	6,596,442	5,857,333	6,428,279	5,916,292	5,494,780
Polk	450,616	524,261	510,271	554,037	790,514
Sherman	99,102	94,944	107,882	143,927	266,753
Tillamook	738,305	787,070	741,351	443,143	685,722
Umatilla	1,204,634	1,099,784	1,195,232	1,209,816	1,514,167
Union	482,107	423,108	382,091	429,725	461,241
Wallowa	267,138	252,638	217,353	221,879	354,646
Wasco	662,671	651,157	769,290	722,391	856,490
Washington	661,233	639,162	823,651	964,860	956,971
Wheeler	57,890	79,545	62,676	87,288	128,525
Yamhill	578,859	607,600	698,677	724,681	767,000
Totals	$33,752,750	$33,790,792	$34,757,254	$35,917,948	$42,888,494

Table No. 23

COUNTY BOND AND WARRANT INDEBTEDNESS IN CONNECTION WITH ROADS AND BRIDGES

June 30, 1965

The information contained in this table was compiled from county audit reports.

County	*Bonds Outstanding*	*Total Road and Bridge Debt*	*Sinking Fund or Cash on Hand*	*Net Road and Bridge Debt*
Baker	$	$	$	$
Benton				
Clackamas				
Clatsop				
Columbia				
Coos	132,000	132,000	16,168	115,832
Crook				
Curry				
Deschutes				
Douglas				
Gilliam				
Grant				
Harney				
Hood River				
Jackson				
Jefferson				
Josephine				
Klamath	76,832	76,832	25,800	51,032
Lake				
Lane				
Lincoln				
Linn				
Malheur				
Marion				
Morrow				
Multnomah	8,225,000	8,225,000	80,589	8,144,411
Polk				
Sherman				
Tillamook				
Umatilla	4,379,000	4,379,000	477,552	3,901,448
Union				
Wallowa				
Wasco	1,580,000	1,580,000	126,659	1,453,341
Washington				
Wheeler				
Yamhill				
Totals	$14,392,832	$14,392,832	$ 726,768	$13,666,064

Table No. 24

STATE HIGHWAY BOND INDEBTEDNESS ACCOUNT

As of June 30, 1966

Year	Principal Payment	Interest Payment	Total Payment	Bonds Outstanding at End of Year
1951	$	$	$	$ 15,000,000.00
1952	750,000.00	318,750.00	1,068,750.00	29,250,000.00
1953	1,500,000.00	502,812.50	2,002,812.50	69,750,000.00
1954	4,000,000.00	1,220,937.50	5,220,937.50	65,750,000.00
1955	4,000,000.00	1,165,312.50	5,165,312.50	61,750,000.00
1956	4,000,000.00	1,102,812.50	5,102,812.50	57,750,000.00
1957	4,000,000.00	1,040,312.50	5,040,312.50	74,350,000.00
1958	4,000,000.00	1,585,812.50	5,585,812.50	70,350,000.00
1959	4,000,000.00	1,517,375.00	5,517,375.00	66,350,000.00
1960	5,000,000.00	1,448,000.00	6,448,000.00	61,350,000.00
1961	6,000,000.00	1,349,250.00	7,349,250.00	55,350,000.00
1962 (1st 6 Mo.)	1,250,000.00	924,350.00	2,174,350.00	74,100,000.00
Fiscal Year 1963	6,800,000.00	1,768,475.00	8,568,475.00	79,300,000.00
Fiscal Year 1964	6,800,000.00	1,989,075.00	8,789,075.00	72,500,000.00
Fiscal Year 1965	6,800,000.00	1,841,125.00	8,641,125.00	65,700,000.00
Fiscal Year 1966	8,100,000.00	1,677,675.00	9,777,675.00	57,600,000.00
Fiscal Year 1967	8,100,000.00	1,482,725.00	9,582,725.00	49,500,000.00
Fiscal Year 1968	5,100,000.00	1,321,525.00	6,421,525.00	44,400,000.00
Fiscal Year 1969	5,100,000.00	1,192,025.00	6,292,025.00	39,300,000.00
Fiscal Year 1970	5,200,000.00	1,059,825.00	6,259,825.00	34,100,000.00
Fiscal Year 1971	5,200,000.00	925,325.00	6,125,325.00	28,900,000.00
Fiscal Year 1972	5,200,000.00	788,150.00	5,988,150.00	23,700,000.00
Fiscal Year 1973	2,900,000.00	675,300.00	3,575,300.00	20,800,000.00
Fiscal Year 1974	2,400,000.00	594,800.00	2,994,800.00	18,400,000.00
Fiscal Year 1975	2,400,000.00	524,200.00	2,924,200.00	16,000,000.00
Fiscal Year 1976	800,000.00	477,400.00	1,277,400.00	15,200,000.00
Fiscal Year 1977	800,000.00	454,400.00	1,254,400.00	14,400,000.00
Fiscal Year 1978	800,000.00	430,400.00	1,230,400.00	13,600,000.00
Fiscal Year 1979	800,000.00	406,300.00	1,206,300.00	12,800,000.00
Fiscal Year 1980	800,000.00	382,100.00	1,182,100.00	12,000,000.00
Fiscal Year 1981	800,000.00	357,400.00	1,157,400.00	11,200,000.00
Fiscal Year 1982	800,000.00	332,600.00	1,132,600.00	10,400,000.00
Fiscal Year 1983	800,000.00	307,800.00	1,107,800.00	9,600,000.00
Fiscal Year 1984	800,000.00	282,600.00	1,082,600.00	8,800,000.00
Fiscal Year 1985	800,000.00	257,200.00	1,057,200.00	8,000,000.00
Fiscal Year 1986	800,000.00	231,600.00	1,031,600.00	7,200,000.00
Fiscal Year 1987	800,000.00	206,000.00	1,006,000.00	6,400,000.00
Fiscal Year 1988	800,000.00	180,000.00	980,000.00	5,600,000.00
Fiscal Year 1989	800,000.00	153,800.00	953,800.00	4,800,000.00
Fiscal Year 1990	800,000.00	127,400.00	927,400.00	4,000,000.00
Fiscal Year 1991	800,000.00	101,000.00	901,000.00	3,200,000.00
Fiscal Year 1992	800,000.00	74,200.00	874,200.00	2,400,000.00
Fiscal Year 1993	800,000.00	47,400.00	847,400.00	1,600,000.00
Fiscal Year 1994	800,000.00	20,600.00	820,600.00	800,000.00
Fiscal Year 1995	800,000.00	600.00	800,600.00	.....
Totals	$124,600,000.00	$ 32,846,750.00	$157,446,750.00	
Bonds Sold Prior to 1951	$ 55,650,000.00	$ 30,251,906.40	$ 85,901,906.40	
Total Bonds Sold	$180,250,000.00			

Table No. 25

BOND SALE AUTHORITY AND BONDS OUTSTANDING

June 30, 1966

Authority	*Date of Issue*	*Sold (Par Value)*	*Matured*	*Balance Outstanding*
State Cooperative Bonds—Chapter 175, Laws 1917		$ 1,200,000.00	$ 1,200,000.00	$ .....
State Cooperative Bonds—Chapter 31, Laws 1920		6,000,000.00	6,000,000.00	.....
Six Million Bonds—Chapter 423, Laws 1917		6,000,000.00	6,000,000.00	.....
First Ten Million Bonds—Chapter 173, Laws 1919		10,000,000.00	10,000,000.00	.....
Second Ten Million Bonds—Chapter 43, Laws 1920		12,000,000.00	12,000,000.00	.....
Seven Million Bonds—Chapter 383, Laws 1921		16,250,000.00	16,250,000.00	.....
Coast Highway Bridge Bonds—Chapter 91, Laws 1933		4,200,000.00	4,200,000.00	.....
Fifteen Million Bonds—Chapter 491, Laws 1951 (ORS 366.645-670)	October 1, 1951	15,000,000.00	10,500,000.00	4,500,000.00
Fifteen Million Bonds—Chapter 491, Laws 1951 (ORS 366.645-670)	March 1, 1952	15,000,000.00	10,500,000.00	4,500,000.00
Ten Million Bonds—Chapter 491, Laws 1951 (ORS 366.645-670)	March 1, 1953	10,000,000.00	6,500,000.00	3,500,000.00
Thirty-two Million Bonds—Chapter 20, Laws 1953 (ORS 366.688-697)	September 1, 1953	32,000,000.00	29,000,000.00	3,000,000.00
Twenty Million Six Hundred Thousand Bonds Chapter 22 and 354, Laws 1957 (ORS 286.040)	November 1, 1957 ..	20,600,000.00	6,500,000.00	14,100,000.00
Twelve Million Bonds—Chapter 345, Laws 1961 (ORS 367.370)	January 1, 1962	12,000,000.00	400,000.00	11,600,000.00
Four Million Bonds—Chapter 381, Laws 1961 (ORS 367.372)	January 1, 1962	4,000,000.00	1,600,000.00	2,400,000.00
Four Million Bonds—Chapter 483, Laws 1961 (ORS 367.470)	January 1, 1962	4,000,000.00	1,600,000.00	2,400,000.00
Twelve Million Bonds—Chapter 345, Laws 1961 (ORS 367.370)	March 1, 1963	12,000,000.00	400,000.00	11,600,000.00
Totals		$180,250,000.00	$122,650,000.00	$ 57,600,000.00

DETAILS OF BOND SALES

Issues Subsequent to 1951

Date of Issue	*Par Value*	*Term in Years*	*Effective Interest Rate*	*Total Interest*
October 1, 1951	$ 15,000,000.00	20	1.6152000%	$ 2,295,000.00
March 1, 1952	15,000,000.00	20	1.6347610%	2,396,250.00
March 1, 1953	10,000,000.00	20	1.9928095%	1,965,000.00
September 1, 1953	32,000,000.00	13	2.3202280%	5,210,000.00
November 1, 1957	20,600,000.00	17	3.1726100%	6,618,500.00
January 1, 1962	8,000,000.00	10	2.6796360%	1,155,200.00
January 1, 1962	12,000,000.00	30	3.3340000%	7,164,000.00
March 1, 1963	12,000,000.00	30	2.9885000%	6,042,800.00
	$124,600,000.00			$ 32,846,750.00

Table No. 26

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to June 30, 1966

Beginning with the calendar year 1944, the cities have annually received a portion of the state highway income from motor vehicle fees, motor transportation fees, gasoline tax, use fuel tax and fines for traffic law violations. During the years 1944 to 1947, the cities received five (5) per cent of the state highway income, but beginning with the year 1948, they have received ten (10) per cent of the income. The apportionments are made semiannually, on February first and August first. Payments are made only to incorporated cities having functioning city governments. The apportionments are distributed in proportion to population, with the provision that a city of over 100,000 population receives an apportionment computed on an annual increasing per cent of its population (Oregon Laws 1963) 74% for the year 1964, 78% for 1965, 82% for 1966, 86% for 1967, 90% for 1968, 94% for 1969, 98% for 1970, 100% for 1971 and subsequent years. A city over 100,000 received an apportionment computed on two-thirds of its population during the years 1944 to 1961 and 70% during the years 1962 and 1963.

City	*County*	*Total 1944-June 30, 1964*	*Fiscal Year 1965*	*Fiscal Year 1966*	*Total 1944-June 30, 1966*
Adams	Umatilla	$ 20,450.80	$ 1,696.76	$ 2,085.25	$ 24,232.81
Albany	Linn	1,208,878.85	112,545.50	146,189.28	1,467,613.63
Amity	Yamhill	71,601.18	4,803.14	5,982.99	82,387.31
Antelope	Wasco	6,320.49	.....	339.19	6,659.68
Arlington	Gilliam	75,462.92	7,108.09	8,983.36	91,554.37
Ashland	Jackson	872,909.30	78,672.50	107,435.10	1,059,016.90
Astoria	Clatsop	1,289,467.59	73,956.63	94,819.40	1,458,243.62
Athena	Umatilla	91,586.15	7,212.24	9,044.65	107,843.04
Aumsville	Marion	31,731.20	2,655.59	3,869.79	38,256.58
Aurora	Marion	28,611.57	2,348.87	3,046.93	34,007.37
Baker	Baker	1,074,718.46	69,547.33	87,177.92	1,231,443.71
Bandon	Coos	156,609.03	12,256.29	15,364.17	184,229.49
Banks	Washington	39,642.72	2,612.37	3,550.58	45,805.67
Barlow	Clackamas	8,799.82	639.92	858.12	10,297.86
Bay City	Tillamook	87,473.33	7,179.04	8,919.76	103,572.13
Beaverton	Washington	454,565.49	75,837.73	103,002.66	633,405.88
Bend	Deschutes	1,299,329.78	93,347.14	119,457.61	1,512,134.53
Boardman	Morrow	14,898.96	2,337.52	3,933.19	21,169.67
Bonanza	Klamath	29,854.87	2,175.72	2,717.21	34,747.80
Brookings	Curry	216,319.62	19,935.48	25,523.08	261,778.18
Brownsville	Linn	119,820.60	6,640.08	8,310.45	134,771.13
Burns	Harney	362,284,97	28,882.03	37,960.66	429,127.66
Butte Falls	Jackson	40,871.45	2,958,68	3,737.19	47,567.32
Canby	Clackamas	210,295.32	20,032.25	26,410.00	256,737.57
Cannon Beach	Clatsop	28,158.10	3,907.25	4,899.60	36,964.95
Canyon City	Grant	59,714.46	4,720.33	5,926.96	70,361.75
Canyonville	Douglas	108,548.55	8,575.92	10,156.23	127,280.70
Carlton	Yamhill	116,089.19	7,980.14	9,998.05	134,067.38
Cascade Locks	Hood River	81,781.31	5,062.19	6,520.98	93,364.48
Cave Junction	Josephine	30,758.15	2,469.84	3,112.60	36,340.59
Central Point	Jackson	210,697.60	22,303.09	30,923.05	263,923.74
Chiloquin	Klamath	93,070.72	6,865.93	8,593.41	108,530.06
Clatskanie	Columbia	96,792.65	6,399.17	8,364.35	111,556.17
Coburg	Lane	76,765,69	5,773.76	7,529.82	90,069.27
Columbia City	Columbia	45,807.59	3,274.87	4,081.28	53,163.74
Condon	Gilliam	115,773.12	8,712.24	10,846.94	135,332.30
Coos Bay	Coos	738,372.28	69,962.90	128,573.90	936,909.08
Coquille	Coos	477,041.73	35,609.51	44,483.77	557,135.01
Cornelius	Washington	117,803.40	9,746.16	12,651.82	140,201.38
Corvallis	Benton	1,923,952.65	202,722.72	264,163.64	2,390,839.01
Cottage Grove	Lane	412,342.28	34,626.66	45,904.51	492,873.45
Cove	Union	34,551.57	2,755.41	3,426.13	40,733.11
Creswell	Lane	80,376.59	6,644.46	8,761.45	95,782.50
Culver	Jefferson	32,135.60	2,890.92	3,604.58	38,631.10
Dallas	Polk	535,574.49	40,317.49	51,408.01	627,299.99
Dayton	Yamhill	78,942.52	6,899.24	9,546.59	95,388.35
Dayville	Grant	26,362.31	1,760.42	2,138.07	30,260.80
Delake	Lincoln	70,065.90	6,158.26	.....	76,224.16
Detroit	Marion	19,544.27	1,452.98	2,719.71	23,716.96
Donald	Marion	21,885.38	1,564.04	2,107.90	25,557.32
Drain	Douglas	126,235.50	7,694.07	9,544.18	143,473.75
Draperville	Linn	638.65	.....	.....	638.65
Dufur	Wasco	50,751.91	3,952.43	4,973.55	59,677.89
Dundee	Yamhill	33,065.46	2,557.65	3,251.03	38,874.14
Dunes	Lane	2,466.70	4,918.35	6,319.71	13,704.76

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to June 30, 1966

City	County	Total 1944-June 30, 1964	Fiscal Year 1965	Fiscal Year 1966	Total 1944-June 30, 1966
Eagle Point	Jackson	$ 69,425.21	$ 5,616.18	$ 8,583.22	$ 83,624.61
Eastside	Coos	128,683.97	10,524.75	13,947.84	153,156.56
Echo	Umatilla	52,568.55	3,402.85	4,254.65	60,226.05
Elgin	Union	144,671.24	9,899.90	12,416.25	166,987.39
Elkton	Douglas	19,347.96	1,076.57	1,392.17	21,816.70
Empire	Coos	323,065.93	29,230.75	.....	352,296.68
Enterprise	Wallowa	206,722.90	14,288.98	17,910.84	238,922.72
Estacada	Clackamas	99,427.84	7,513.38	9,430.61	116,371.83
Eugene	Lane	4,509,414.49	518,313.46	677,334.52	5,705,062.47
Fairview	Multnomah	55,463.14	5,232.26	6,832.96	67,528.36
Falls City	Polk	88,314.13	6,067.92	7,576.26	101,958.31
Florence	Lane	155,991.47	13,583.29	17,953.76	187,528.52
Forest Grove	Washington	525,081.53	47,937.49	61,286.25	634,305.27
Fossil	Wheeler	72,399.61	4,492.98	5,229.77	82,122.36
Garibaldi	Tillamook	126,223.93	8,755.57	10,999.92	145,979.42
Gaston	Washington	39,174.56	2,409.09	3,018.28	44,601.93
Gates	Marion	33,357.19	1,872.97	2,595.15	37,825.31
Gearhart	Clatsop	67,061.21	5,458.11	6,859.98	79,379.30
Gervais	Marion	49,239.12	3,425.91	4,481.57	57,146.60
Gladstone	Clackamas	346,577.69	34,967.57	46,031.86	427,577.12
Glendale	Douglas	90,483.57	5,563.22	7,279.49	103,326.28
Gold Beach	Curry	147,999.11	13,046.19	16,439.13	177,484.43
Gold Hill	Jackson	70,027.62	4,351.44	5,460.44	79,839.50
Granite	Grant	3,480.13	22.59	23.96	3,526.68
Grants Pass	Josephine	976,671.61	86,806.84	112,600.42	1,176,078.87
Grass Valley	Sherman	23,208.33	1,691.59	2,011.31	26,911.23
Gresham	Multnomah	373,458.11	34,298.38	49,593.72	457,350.21
Haines	Baker	37,650.26	2,258.53	2,829.63	42,738.42
Halfway	Baker	43,982.67	2,860.81	3,961.62	50,805.10
Halsey	Linn	42,942.97	3,341.57	4,264.83	50,549.37
Hammond	Clatsop	56,133.58	4,067.93	5,244.06	65,445.57
Happy Valley	Clackamas	.....	.....	3,032.33	3,032.33
Harrisburg	Linn	97,867.72	7,197.18	9,789.29	114,854.19
Helix	Umatilla	18,961.38	982.33	1,221.84	21,165.55
Heppner	Morrow	179,722.64	12,730.58	15,988.76	208,441.98
Hermiston	Umatilla	422,923.14	36,001.97	45,491.07	504,416.18
Hillsboro	Washington	708,951.71	76,589.10	101,730.98	887,271.79
Hines	Harney	113,719.07	9,894.65	12,654.12	136,267.84
Hood River	Hood River	417,158.38	28,314.45	35,426.48	480,899.31
Hubbard	Marion	57,137.65	5,267.52	6,786.03	69,191.20
Huntington	Baker	86,572.21	4,968.76	6,112.41	97,653.38
Idanha	Marion	34,491.46	2,931.39	3,529.92	40,952.77
Imbler	Union	17,201.46	1,023.61	1,412.15	19,637.22
Independence	Polk	215,450.80	15,561.27	21,939.11	252,951.18
Ione	Morrow	34,159.84	2,728.42	3,395.57	40,283.83
Irrigon	Morrow	12,470.00	1,949.87	2,599.09	17,018.96
Island City	Union	17,334.27	1,189.50	1,533.66	20,057.43
Jacksonville	Jackson	127,384.09	9,074.30	11,856.70	148,315.09
Jefferson	Marion	73,458.17	5,824.89	7,515.13	86,798.19
John Day	Grant	162,746.82	11,857.28	15,033.44	189,637.54
Jordan Valley	Malheur	26,809.14	1,468.05	1,860.95	30,138.14
Joseph	Wallowa	80,123.55	5,751.72	7,188.79	93,064.06
Junction City	Lane	172,967.96	13,901.57	18,189.19	205,058.72
Juntura	Malheur	12,720.85	715.20	874.36	14,310.41

(Continued on page 116)

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to June 30, 1966

City	County	Total 1944-June 30, 1964	Fiscal Year 1965	Fiscal Year 1966	Total 1944-June 30, 1966
Klamath Falls	Klamath	$ 1,923,922.28	$ 127,638.02	$ 162,948.87	$ 2,214,509.17
Lafayette	Yamhill	67,899.81	4,358.96	5,691.12	77,949.89
La Grande	Union	983,263.16	72,478.68	91,950.43	1,147,692.27
Lake Oswego	Clackamas	591,993.24	86,980.88	113,457.04	792,431.16
Lakeview	Lake	330,488.87	24,348.06	30,233.72	385,070.65
Lebanon	Linn	606,075.85	45,602.86	58,548.47	710,227.18
Lexington	Morrow	26,831.16	1,731.03	2,159.20	30,721.39
Lincoln City	Lincoln	.....	.....	34,163.13	34,163.13
Lonerock	Gilliam	3,991.46	119.94	140.73	4,252.13
Long Creek	Grant	32,990.60	2,287.06	2,942.82	38,220.48
Lostine	Wallowa	25,402.87	1,806.82	2,142.24	29,351.93
Lowell	Lane	36,447.17	4,514.42	5,837.72	46,799.31
Lyons	Linn	19,605.72	4,346.22	5,544.57	29,496.51
Madras	Jefferson	148,312.89	13,656.58	16,832.22	178,801.69
Malin	Klamath	64,634.12	4,276.15	5,322.74	74,233.01
Manzanita	Tillamook	38,373.15	2,491.92	3,117.69	43,982.76
Maupin	Wasco	38,832.53	3,064.59	3,862.07	45,759.19
McMinnville	Yamhill	725,992.39	63,181.83	80,408.14	869,582.36
Medford	Jackson	2,217,799.99	202,909.32	260,834.05	2,681,543.36
Merrill	Klamath	92,377.09	6,248.60	7,906.74	106,532.43
Metolius	Jefferson	21,019.19	2,407.04	2,804.00	26,230.23
Mill City	Linn and Marion	163,893.14	10,357.77	13,199.87	187,450.78
Milton-Freewater	Umatilla	430,303.11	32,048.55	40,339.06	502,690.72
Milwaukie	Clackamas	763,531.28	101,685.60	131,827.16	997,044.04
Mitchell	Wheeler	37,012.22	1,477.67	1,961.89	40,451.78
Molalla	Clackamas	163,586.75	10,933.05	14,440.12	188,959.92
Monmouth	Polk	222,625.65	21,214.22	29,534.98	273,374.85
Monroe	Benton	40,018.16	2,815.63	3,584.01	46,417.80
Monument	Grant	21,926.49	1,301.65	1,603.46	24,831.60
Moro	Sherman	39,095.43	2,552.14	3,158.44	44,806.01
Mosier	Wasco	27,396.40	2,010.09	2,531.39	31,937.88
Mt. Angel	Marion	156,043.88	12,531.88	16,766.63	185,342.39
Mt. Vernon	Grant	47,724.40	3,779.28	4,465.97	55,969.65
Myrtle Creek	Douglas	223,390.30	19,984.48	25,744.75	269,119.53
Myrtle Point	Coos	271,701.08	20,914.00	25,864.06	318,479.14
Nehalem	Tillamook	29,660.77	1,693.90	2,074.50	33,429.17
Newberg	Yamhill	430,737.00	33,118.25	42,159.27	506,014.52
Newport	Lincoln	447,361.35	41,200.79	53,136.51	541,698.65
North Bend	Coos	732,195.56	59,206.16	76,219.30	867,621.02
North Plains	Washington	2,274.54	4,366.49	5,913.12	12,554.15
North Powder	Union	44,720.45	2,718.06	3,348.41	50,786.92
Nyssa	Malheur	289,442.86	20,627.91	24,737.79	334,808.56
Oakland	Douglas	92,145.08	6,444.35	8,047.87	106,637.30
Oakridge	Lane	196,005.96	17,307.33	22,010.19	235,323.48
Oceanlake	Lincoln	112,064.06	10,760.41	.....	122,824.47
Ontario	Malheur	505,784.28	39,325.03	50,110.35	595,219.66
Oregon City	Clackamas	862,437.94	62,350.50	78,194.89	1,002,983.33
Paisley	Lake	25,191.74	1,799.30	2,583.97	29,575.01
Pendleton	Umatilla	1,440,530.75	107,002.61	133,370.35	1,680,903.71
Philomath	Benton	139,830.74	10,363.68	13,577.32	163,771.74
Phoenix	Jackson	83,810.07	7,274.79	10,243.28	101,328.14
Pilot Rock	Umatilla	141,536.23	12,519.79	15,672.60	169,728.62
Portland	Multnomah and Clackamas	27,822,238.18	2,114,165.31	2,809,624.50	32,746,027.99
Port Orford	Curry	115,354.49	8,620.07	10,882.20	134,856.76
Powers	Coos	119,637.13	9,403.64	11,104.10	140,144.87
Prairie City	Grant	88,683.90	6,030.27	8,019.31	102,733.48
Prescott	Columbia	12,623.84	973.74	1,315.40	14,912.98
Prineville	Crook	361,891.00	26,759.07	34,141.97	422,792.04
Rainier	Columbia	137,942.72	8,672.75	11,341.75	157,957.22
Redmond	Deschutes	348,472.00	27,376.41	34,993.49	410,841.90
Reedsport	Douglas	312,161.64	28,206.49	38,147.85	378,515.98
Richland	Baker	26,332.53	1,279.83	1,560.08	29,172.44
Riddle	Douglas	92,312.54	7,788.51	10,146.66	110,247.71
Rockaway	Tillamook	110,323.69	5,016.29	6,230.29	121,570.27

APPORTIONMENT OF MOTOR VEHICLE REVENUES TO CITIES

1944 to June 30, 1966

City	County	Total 1944-June 30, 1964	Fiscal Year 1965	Fiscal Year 1966	Total 1944-June 30, 1966
Rogue River	Jackson	$ 61,868.17	$ 4,125.04	$ 6,196.90	$ 72,190.11
Roseburg	Douglas	1,133,200.51	106,444.78	126,918.57	1,366,563.86
Rufus	Sherman	.....	.....	10,719.09	10,719.09
St. Helens	Columbia	541,994.75	39,156.61	50,001.07	631,152.43
St. Paul	Marion	27,159.00	1,912.22	2,378.41	31,449.63
Salem	Marion and Polk	4,934,905.09	429,246.10	603,028.23	5,967,179.42
Sandy	Clackamas	116,180.50	9,714.48	12,555.07	138,450.05
Scappoose	Columbia	83,540.12	7,131.71	9,279.30	99,951.13
Scio	Linn	49,737.09	3,355.07	4,649.28	57,741.44
Scotts Mills	Marion	21,422.75	1,468.05	1,817.57	24,708.37
Seaside	Clatsop	411,945.97	29,564.16	37,356.61	478,866.74
Shaniko	Wasco	6,059.97	444.69	644.77	7,149.43
Sheridan	Yamhill	199,185.63	13,272.63	16,789.34	229,247.60
Sherwood	Washington	73,003.03	5,575.41	7,196.51	85,774.95
Siletz	Lincoln	56,537.72	4,008.47	5,153.52	65,699.71
Silver Lake	Lake	133.22	.....	.....	133.22
Silverton	Marion	354,422.29	29,167.26	37,777.28	421,366.83
Sisters	Deschutes	73,107.65	4,532.11	5,678.14	83,317.90
Sodavilla	Linn	17,550.01	1,092.90	1,414.82	20,057.73
Spray	Wheeler	8,439.54	1,488.83	1,999.61	11,927.98
Springfield	Lane	1,418,303.03	167,727.13	219,053.27	1,805,083.43
Stanfield	Umatilla	85,255.80	5,608.69	7,005.24	97,869.73
Stayton	Marion	207,845.51	19,329.76	25,589.33	252,764.60
Sublimity	Marion	44,975.44	4,192.53	5,305.39	54,473.36
Summerville	Union	7,990.96	459.24	584.04	9,034.24
Sumpter	Baker	21,006.68	752.85	925.86	22,685.39
Sutherlin	Douglas	251,684.95	20,068.35	26,301.87	298,055.17
Sweet Home	Linn	381,500.71	28,790.76	37,778.00	448,069.47
Taft	Lincoln	46,413.84	4,915.00	.....	51,328.84
Talent	Jackson	88,216.08	8,323.96	12,131.93	108,671.97
The Dalles	Wasco	1,046,985.04	83,260.32	107,731.54	1,237,976.90
Tigard	Washington	33,502.26	14,411.85	21,480.44	69,394.55
Tillamook	Tillamook	424,249.85	31,333.35	39,421.32	495,004.52
Toledo	Lincoln	299,294.98	22,830.04	27,847.92	349,972.94
Troutdale	Multnomah	53,963.36	4,539.65	5,674.55	64,177.56
Tualatin	Washington	34,465.69	2,883.39	3,599.49	40,948.57
Turner	Marion	76,115.39	6,173.32	7,734.33	90,023.04
Umatilla	Umatilla	83,458.41	4,554.70	6,166.27	94,179.38
Union	Union	154,985.42	10,840.95	13,582.25	179,408.62
Vale	Malheur	168,686.57	13,240.06	17,051.76	198,978.39
Veneta	Lane	16,888.49	8,624.98	11,280.81	36,794.28
Vernonia	Columbia	153,861.21	11,714.50	14,698.82	180,274.53
Waldport	Lincoln	76,870.65	5,491.83	7,155.56	89,518.04
Wallowa	Wallowa	113,838.21	6,721.57	7,560.97	128,120.75
Warrenton	Clatsop	208,045.24	13,302.74	16,809.71	238,157.69
Wasco	Sherman	36,336.30	3,809.47	5,368.59	45,514.36
Waterloo	Linn	15,537.97	1,437.93	1,662.72	18,638.62
West Linn	Clackamas	368,258.17	33,414.43	42,842.68	444,515.28
Weston	Umatilla	79,561.90	5,894.76	7,372.33	92,828.99
Wheeler	Tillamook	30,377.53	1,693.90	2,100.53	34,171.96
Willamina	Yamhill and Polk	111,927.95	7,227.29	9,727.23	128,882.47
Winston	Douglas	166,784.75	18,468.50	23,350.90	208,604.15
Woodburn	Marion	304,258.92	31,699.05	43,435.22	379,393.19
Wood Village	Multnomah	83,599.30	6,745.48	8,485.89	98,830.67
Yamhill	Yamhill	54,418.36	3,448.79	4,772.65	62,639.80
Yoncalla	Douglas	67,820.05	4,825.73	6,041.65	78,687.43
Total Amounts Disbursed		$ 86,443,035.58	$ 7,222,846.07	$ 9,476,218.17	$103,142,099.82
Amounts Withheld*		4,250,000.00	250,000.00	250,000.00	4,750,000.00
Credit Reversion from Cities		5,551.28	.....	.....	5,551.28
Total Apportionment		$ 90,687,484.30	$ 7,472,846.07	$ 9,726,218.17	$107,886,548.54

* The 1947 law provided for the withholding of $250,000 annually from the cities' share of highway income to be expended by the State Highway Commission upon streets not a part of the state highway system which are receiving excessive wear through sudden increases in population or unusual traffic.

Table No. 27

CITY ALLOTMENT PROJECT EXPENDITURES

Years 1948 to June 30, 1966

In this table are given the amounts of city allotment funds expended for projects upon city streets not a part of the state highway system which are receiving excessive wear through increased or unusual use. Beginning with 1948 an amount of $250,000.00 has been withheld annually from the cities' share of motor vehicle revenues for financing these projects.

City	Expenditures During Fiscal Year 1965	Expenditures During Fiscal Year 1966	Accumulative Totals 1948 to June 30, 1966		
			City Allotment Funds	Amounts Contributed By Cities	Total Amounts Expended
Adams	$	$	$ 11,360.05	$	$ 11,360.05
Amity		2,400.15	30,934.46	12,572.28	43,506.74
Athena			20,000.00	2,802.21	22,802.21
Aurora		1,455.99	1,455.99		1,455.99
Bandon			20,184.17		20,184.17
Banks			20,000.00	7,495.62	27,495.62
Bay City			21,626.58	17.63	21,644.21
Beaverton			35,060.90		35,060.90
Brookings			70,040.56	38,298.65	108,339.21
Brownsville			54,928.72	18,032.03	72,960.75
Burns			54,179.20	7,992.91	62,172.11
Canby			17,246.18	3,000.00	20,246.18
Canyon City			15,226.92		15,226.92
Canyonville			10,717.26		10,717.26
Carlton	17,932.30		59,734.71	3,749.80	63,484.51
Cascade Locks	590.50	13,465.75	14,056.25		14,056.25
Cave Junction			4,980.09		4,980.09
Central Point	7,213.59		66,254.31		66,254.31
Chiloquin		3,610.17	48,567.33		48,567.33
Clatskanie	10,636.93		30,395.93	1,840.26	32,236.19
Condon			30,571.84	5,464.63	36,036.47
Coquille		1,254.57	43,327.33		43,327.33
Cornelius			46,110.13	3,603.36	49,713.49
Cottage Grove		1,968.70	27,773.07		27,773.07
Cove			37,220.25		37,220.25
Cresswell	14,082.89		31,667.91		31,667.91
Culver	338.65	14,284.27	44,481.20	30.17	44,511.37
Dallas			28,340.47	3,000.00	31,340.47
Dayton			12,503.84		12,503.84
Detroit		858.96	7,692.92		7,692.92
Drain	607.29		38,993.08		38,993.08
Dufur			13,670.48		13,670.48
Eagle Point			22,358.13		22,358.13
Eastside			46,766.10		46,766.10
Echo			7,518.26		7,518.26
Elgin		1,041.33	60,411.62	7,903.36	68,314.98
Empire			31,842.42	1,315.10	33,157.52
Enterprise			44,678.66	15,452.04	60,130.70
Estacada		2,678.34	35,440.09	720.00	36,160.09
Falls City	18,985.84		54,465.92	2,597.71	57,063.63
Florence	28,441.80		63,143.67	10,771.43	73,915.10
Forest Grove			12,525.14		12,525.14
Garibaldi	734.40	14,404.81	18,494.29	255.30	18,749.59
Gaston			15,614.98	850.00	16,464.98
Gervais			8,814.03		8,814.03
Gladstone		761.44	50,771.17	8,834.56	59,605.73
Glendale			45,764.44		45,764.44
Gold Beach			13,102.00	15,991.24	29,093.24
Gold Hill			14,391.93		14,391.93
Gresham			58,754.95	71,615.04	130,369.99
Haines			18,456.90		18,456.90
Halsey			28,095.32		28,095.32
Harrisburg	1,306.84	23,202.42	51,087.09	8,080.48	59,167.57
Helix			15,046.71	1,324.24	16,370.95
Heppner			32,402.07	3,176.56	35,578.63
Hermiston			74,838.39	10,592.79	85,431.18
Hillsboro			14,996.43	1,204.67	16,201.10

Table No. 27—Continued

CITY ALLOTMENT PROJECT EXPENDITURES

Years 1948 to June 30, 1966

City	Expenditures During Fiscal Year 1965	Expenditures During Fiscal Year 1966	Accumulative Totals 1948 to June 30, 1966		
			City Allotment Funds	Amounts Contributed By Cities	Total Amounts Expended
Hood River	$	$	$ 4,586.83	$	$ 4,586.83
Hubbard			4,056.24		4,056.24
Independence			66,752.22	16,024.02	82,776.24
Ione			19,227.27		19,227.27
Island City			11,891.04		11,891.04
John Day			20,000.00	82.78	20,082.78
Jordan Valley		20,000.00	20,000.00		20,000.00
Joseph			12,874.87		12,874.87
Junction City	808.89	25,052.05	54,313.29	5,882.17	60,195.46
Lafayette			26,252.47	1,886.14	28,138.61
Lakeview	8.40	*Cr. 8.40*	40,205.41	32,609.40	72,814.81
Lebanon			14,999.47	25,163.03	40,162.50
Lexington			11,181.48		11,181.48
Long Creek	13,793.12		26,420.87		26,420.87
Lostine			27,488.46		27,488.46
Lowell		820.42	820.42		820.42
Lyons		1,394.45	12,015.50		12,015.50
Maupin			10,509.13		10,509.13
Madras			56,299.48	4,029.01	60,328.49
Merrill			15,000.00	3,773.66	18,773.66
Metolius			25,782.33		25,782.33
Mill City			19,707.27		19,707.27
Milton-Freewater		1,973.79	87,845.72	11,078.61	98,924.33
Molalla		1,023.30	40,877.14	6,644.95	47,522.09
Monmouth			14,151.08		14,151.08
Monument			14,091.00		14,091.00
Mosier	682.49	9,524.27	13,232.98		13,232.98
Mt. Angel			15,000.00	9,520.43	24,520.43
Myrtle Creek			21,316.75	3,000.00	24,316.75
Myrtle Point			50,892.25		50,892.25
Newberg			39,999.93	7,722.08	47,722.01
Newport			22,592.77		22,592.77
North Plains	1,517.63	18,987.41	20,505.04		20,505.04
North Powder			23,352.22		23,352.22
Nyssa	1,034.09	66.32	59,878.84	3,053.55	62,932.39
Oakland			42,933.20		42,933.20
Oakridge	896.67	15,169.28	75,915.32		75,915.32
Oceanlake			18,591.30		18,591.30
Ontario			38,971.77	5,890.57	44,862.34
Paisley	*Cr. 2,771.65*		31,004.89		31,004.89
Philomath			63,533.15	347.54	63,880.69
Phoenix			56,069.08	4,401.93	60,471.01
Pilot Rock	28,399.47	6.90	40,003.50	18,501.28	58,504.78
Port Orford	1,079.05	7,030.79	8,109.84		8,109.84
Powers	22,356.82		46,376.38	3,814.21	50,190.59
Prairie City			58,916.60	47.47	58,964.07
Prescott			14,283.68		14,283.68
Prineville			20,000.00	5,594.23	25,594.23
Redmond			35,880.89		35,880.89
Reedsport		1,679.06	42,959.49	3,365.08	46,324.57
Riddle			70,616.85		70,616.85
Rockaway			13,716.56		13,716.56
Rogue River	1,180.08	18,173.38	42,785.42		42,785.42
Rufus		1,475.87	1,475.87		1,475.87
Sandy	23,572.07		35,007.04	5,000.37	40,007.41
Scappoose			8,099.65		8,099.65
Scio			10,665.25		10,665.25
Seaside			15,024.24	20,438.50	35,462.74
Shaniko			12,131.87		12,131.87
Sheridan			50,290.38		50,290.38

(Continued on page 120)

CITY ALLOTMENT PROJECT EXPENDITURES

Years 1948 to June 30, 1966

City	Expenditures During Fiscal Year 1965	Expenditures During Fiscal Year 1966	Accumulative Totals 1948 to June 30, 1966		
			City Allotment Funds	Amounts Contributed By Cities	Total Amounts Expended
Sherwood	$	$	$ 16,746.99	$	$ 16,746.99
Siletz			16,307.03		16,307.03
Silverton			34,188.32	5,888.56	40,076.88
Spray			13,820.92		13,820.92
St. Helens			48,475.66	8,228.92	56,704.58
Stanfield	15,575.26		50,444.14	7,141.75	57,585.89
Stayton			17,105.38	5,962.79	23,068.17
Sutherlin			43,376.68	947.05	44,323.73
Sweet Home			66,750.22	15,776.62	82,526.84
Taft			15,000.00	3,271.04	18,271.04
Talent			23,238.60		23,238.60
Tillamook	2,439.83	27,078.53	60,904.53	49,516.83	110,421.36
Toledo			44,464.47	39,948.40	84,412.87
Tualatin	11,603.33		28,350.55		28,350.55
Turner		1,093.74	19,870.73	1,000.00	20,870.73
Umatilla			17,453.28		17,453.28
Union			45,865.99	3,354.87	49,220.86
Vale			44,542.89	3,585.50	48,128.39
Veneta		2,217.37	2,217.37		2,217.37
Waldport			17,536.63		17,536.63
Wallowa			35,001.38	5,029.58	40,030.96
Warrenton			20,003.27	9,072.97	29,076.24
Weston			15,000.00	4,296.90	19,296.90
West Salem			18,940.69	16,054.47	34,995.16
Willamina			35,309.16	4,284.44	39,593.60
Winston			19,999.50	5,232.47	25,231.97
Woodburn	787.16	18,989.39	32,137.49	2,127.50	34,264.99
Yamhill			21,098.92		21,098.92
Yoncalla		2,667.34	41,211.47	2,153.69	43,365.16
Totals	$ 223,833.74	$ 255,802.16	$4,451,927.09	$ 659,329.43	$5,111,256.52

SUMMARY OF EXPENDITURES BY YEARS

Year	City Allotment Funds Only				Additional Funds Contributed By Cities	Total City Allotment Project Expenditures
	Receipts from Annual Allotments	Expenditures				
		For Construction	For Surveys	Total		
1948 to 1951	$1,125,000.00	$ 920,050.82	$ 22,303.80	$ 942,354.62	$ 174,893.75	$1,117,248.37
1952	250,000.00	240,442.15	7,621.18	248,063.33	43,998.25	292,061.58
1953	250,000.00	250,770.96	8,336.76	259,107.72	14,270.77	273,378.49
1954	250,000.00	276,785.33	10,885.38	287,670.71	5,088.27	292,758.98
1955	250,000.00	285,680.56	14,624.46	300,305.02	18,233.37	318,538.39
1956	250,000.00	213,328.76	10,136.14	223,464.90	41,902.63	265,367.53
1957	250,000.00	227,754.50	8,998.10	236,752.60	39,958.81	276,711.41
1958	250,000.00	275,776.27	9,009.65	284,785.92	6,677.52	291,463.44
1959	250,000.00	187,186.54	10,340.07	197,526.61	19,720.64	217,247.25
1960	250,000.00	276,293.83	16,389.68	292,683.51	64,180.01	356,863.52
1961	250,000.00	315,056.69	11,249.35	326,306.04	4,313.96	330,620.00
1962 to June 30	125,000.00	*Cr. 45,393.53*	17,434.13	*Cr. 27,959.40*	52,052.19	24,092.79
Fiscal Year 1963	250,000.00	222,864.38	16,496.14	239,360.52	58,229.40	297,589.92
Fiscal Year 1964	250,000.00	191,981.18	14,284.23	206,265.41	71,413.54	277,678.95
Fiscal Year 1965	250,000.00	189,965.83	15,535.31	205,501.14	18,332.60	223,833.74
Fiscal Year 1966	250,000.00	198,927.30	30,811.14	229,738.44	26,063.72	255,802.16
Totals	$4,750,000.00	$4,227,471.57	$ 224,455.52	$4,451,927.09	$ 659,329.43	$5,111,256.52

Table No. 28

APPORTIONMENT OF MOTOR VEHICLE FEES TO COUNTIES

1920 to June 30, 1966

Prior to 1917, the total net revenues from motor vehicle license fees were reverted to counties; from 1917 to 1919, inclusive, the entire net fees were reverted to the state highway fund; from 1920 to January 1, 1930, inclusive, one-quarter of the net fees were apportioned to the counties and three-quarters to the state highway fund; and from January 1, 1930 to June 30, 1933, one-third of the net fees were apportioned to the counties and two-thirds to the state highway fund. The net revenues from motor transportation fees, from the beginning of the act authorizing the collection of such fees in 1927, to June 30, 1933, were apportioned one-quarter to the counties and three-quarters to the state highway fund. Subsequent to June 30, 1933, the entire net revenues from both sources were deposited into the state highway fund. During the four-year period from 1933 to 1936, the counties received $1,600,000 yearly. During the ten-year period from 1937 to 1946, the yearly apportionment was increased to 15.7 per cent of the total state highway income, but to be not less than $2,000,000. Beginning with the year 1947, the yearly apportionment was again increased to 19 per cent of the total state highway income from motor vehicle fees. This table gives total apportionments to the end of the fiscal year 1966.

County	*Total Apportionment 1920- June 30, 1964*	*Apportionment Fiscal Year 1965*	*Apportionment Fiscal Year 1966*	*Total Apportionment 1920- June 30, 1966*
Baker	$ 2,565,856.92	$ 134,759.19	$ 160,915.14	$ 2,861,531.25
Benton	4,023,046.26	278,599.58	346,745.57	4,648,391.41
Clackamas	11,715,157.77	918,945.98	1,141,484.10	13,775,587.85
Clatsop	3,823,635.55	188,441.59	228,176.60	4,240,253.74
Columbia	3,143,206.06	178,541.33	217,526.85	3,539,274.24
Coos	6,517,426.27	419,493.46	516,159.33	7,453,079.06
Crook	1,257,185.25	81,632.21	99,043.99	1,437,861.45
Curry	1,389,461.57	118,144.96	144,026.45	1,651,632.98
Deschutes	3,373,068.12	219,640.91	271,093.35	3,863,802.38
Douglas	7,828,273.32	540,986.54	678,869.84	9,048,129.70
Gilliam	585,574.91	32,447.44	40,199.37	658,221.72
Grant	1,187,754.55	68,610.41	83,829.30	1,340,194.26
Harney	991,822.46	62,772.95	75,513.41	1,130,108.82
Hood River	2,041,395.15	116,187.48	138,828.95	2,296,411.58
Jackson	9,461,985.76	683,370.01	854,991.52	11,000,347.29
Jefferson	870,447.86	88,175.46	101,967.25	1,060,590.57
Josephine	4,037,797.31	285,085.69	348,441.42	4,671,324.42
Klamath	6,851,529.91	410,065.49	495,192.93	7,756,788.33
Lake	1,156,828.86	66,578.11	78,707.46	1,302,114.43
Lane	17,812,093.20	1,422,835.50	1,776,015.57	21,010,944.27
Lincoln	2,785,380.76	191,207.47	235,095.85	3,211,684.08
Linn	7,379,653.03	501,892.90	617,418.40	8,498,964.33
Malheur	3,113,021.46	197,079.89	237,998.21	3,548,099.56
Marion	14,116,933.57	952,570.26	1,164,088.19	16,233,592.02
Morrow	901,813.26	47,324.01	56,964.78	1,006,102.05
Multnomah	66,013,073.39	3,815,106.19	4,579,845.43	74,408,025.01
Polk	3,342,856.87	208,211.07	254,486.87	3,805,554.81
Sherman	556,434.91	36,465.51	44,452.10	637,352.52
Tillamook	2,625,345.58	137,548.76	164,066.07	2,926,960.41
Umatilla	6,507,809.63	387,626.43	459,403.72	7,354,839.78
Union	2,835,504.93	149,449.65	180,378.18	3,165,332.76
Wallowa	1,174,334.24	61,040.98	71,604.65	1,306,979.87
Wasco	2,773,204.32	177,601.20	217,585.77	3,168,391.29
Washington	9,154,228.74	751,591.88	935,261.89	10,841,082.51
Wheeler	427,662.36	17,558.53	21,564.17	466,785.06
Yamhill	4,878,886.62	278,059.61	333,008.63	5,489,954.86
Totals	$219,219,690.73	$ 14,225,648.63	$ 17,370,951.31	$250,816,290.67

Table No. 29

FEDERAL-AID FUNDS AND FOREST ROAD FUNDS APPORTIONED TO OREGON

Period for Which Funds Are Apportioned	*Federal-Aid Funds*	*Forest Road Funds*	*Total*
Total of prior apportionments	$319,531,289.24	$ 66,251,937.89	$385,783,227.13
Act of July 14, 1960:			
July 1, 1961 to June 30, 1962			
Federal-aid primary funds	6,126,359.43	4,545,904.00	10,672,263.43
Federal-aid secondary funds	4,253,107.45	.....	4,253,107.45
Federal-aid urban funds	1,835,268.12	.....	1,835,268.12
Federal-aid interstate funds	37,530,281.00	.....	37,530,281.00
July 1, 1962 to June 30, 1963			
Federal-aid primary funds	6,436,149.00	5,193,904.00*	11,630,053.00
Federal-aid secondary funds	4,496,007.00	.....	4,496,007.00
Federal-aid urban funds	1,930,963.00	.....	1,930,963.00
Federal-aid interstate funds	41,569,800.00	.....	41,569,800.00
Act of June 29, 1961:			
July 1, 1963 to June 30, 1964			
Federal-aid primary funds	6,528,584.00	4,545,904.00	11,074,488.00
Federal-aid secondary funds	4,563,109.00	.....	4,563,109.00
Federal-aid urban funds	1,981,500.00	.....	1,981,500.00
Federal-aid interstate funds	45,033,950.00	.....	45,033,950.00
July 1, 1964 to June 30, 1965			
Federal-aid primary funds	6,610,189.00	4,545,904.00	11,156,093.00
Federal-aid secondary funds	4,622,012.00	.....	4,622,012.00
Federal-aid urban funds	2,023,348.00	.....	2,023,348.00
Federal-aid interstate funds	46,529,235.00	.....	46,529,235.00
Act of August 13, 1964:			
July 1, 1965 to June 30, 1966			
Federal-aid primary funds	6,890,043.00	4,545,904.00	11,435,947.00
Federal-aid secondary funds	4,815,066.00	.....	4,815,066.00
Federal-aid urban funds	2,094,024.00	.....	2,094,024.00
Federal-aid interstate funds	48,498,100.00	.....	48,498,100.00
July 1, 1966 to June 30, 1967			
Federal-aid primary funds	6,891,505.00	4,546,062.00	11,437,567.00
Federal-aid secondary funds	4,815,533.00	.....	4,815,533.00
Federal-aid urban funds	2,088,723.00	.....	2,088,723.00
Federal-aid interstate funds	52,037,550.00	.....	52,037,550.00
July 1, 1967 to June 30, 1968			
Federal-aid primary funds	6,942,008.00	4,546,062.00	11,488,070.00
Federal-aid secondary funds	4,850,073.00	.....	4,850,073.00
Federal-aid urban funds	2,097,205.00	.....	2,097,205.00
Federal-aid interstate funds	59,215,386.00	.....	59,215,386.00
Totals	$786,097,389.24	$103,267,485.89	$889,364,875.13

* Includes $648,000 Accelerated Public Works Program (AFH) October, 1962.

Table No. 30

COUNTY ROAD PORTION OF FEDERAL-AID SECONDARY FUNDS

Fiscal Years 1966 and 1967

The Federal funds shown in this table are included in Table No. 29, which gives total federal-aid apportionment.

County	Fiscal Year 1966 Federal Funds	Fiscal Year 1967 Federal Funds	County	Fiscal Year 1966 Federal Funds	Fiscal Year 1967 Federal Funds
Baker	$ 38,205	$ 38,327	Lake	$ 36,626	$ 36,569
Benton	48,376	48,359	Lane	162,723	162,764
Clackamas	157,526	157,516	Lincoln	48,492	48,512
Clatsop	42,136	42,170	Linn	87,189	87,206
Columbia	47,260	47,252	Malheur	69,601	69,739
Coos	80,770	80,753	Marion	137,606	137,125
Crook	37,312	37,356	Morrow	36,563	36,519
Curry	38,604	38,249	Multnomah	237,540	237,819
Deschutes	42,712	42,688	Polk	48,459	48,427
Douglas	110,181	110,199	Sherman	26,012	26,011
Gilliam	26,969	26,964	Tillamook	46,960	47,163
Grant	33,336	33,553	Umatilla	79,755	79,789
Harney	37,914	37,893	Union	36,939	36,833
Hood River	37,921	37,921	Wallowa	34,908	35,093
Jackson	85,060	85,112	Wasco	40,014	39,917
Jefferson	34,155	33,959	Washington	139,801	139,782
Josephine	49,660	49,686	Wheeler	23,684	23,680
Klamath	70,234	70,551	Yamhill	60,217	60,194
			Totals	$2,371,420	$2,371,650

SUMMARY ENTIRE STATE

	1966	1967
Federal funds (50% of funds apportioned to Oregon for Federal-Aid Secondary Projects)	$2,371,420	$2,371,650
Required matching funds:		
State funds	790,290	790,675
County funds	790,290	790,675
Total county road FAS funds	$3,952,000	$3,953,000

Note: Federal funds are allocated to individual counties on the basis of the formula proposed by the Association of Oregon Counties and approved by the Highway Commission. Federal funds are estimated to represent approximately 60% of the total county FAS funds and State and county funds each approximately 20%.

Table No. 31

SPECIAL CITY ALLOTMENT PROJECTS APPROVED FOR CONSTRUCTION WITH 1964 FUNDS

Final Costs—June 30, 1966

City	City Allotment Funds	City Funds	State Funds	Total
Carlton	$ 20,000.00	$ 21.65	$	$ 20,021.65
Clatskanie*	10,395.93	707.20	.....	11,103.13
Creswell	14,802.24	.....	.....	14,802.24
Falls City	20,000.00	407.19	.....	20,407.19
Florence	20,000.00	8,738.71	.....	28,738.71
Garibaldi**	2,563.79	.....	.....	2,563.79
Jordan Valley***	20,000.00	.....	.....	20,000.00
Long Creek	14,863.49	.....	.....	14,863.49
Paisley****	14,280.38	.....	.....	14,280.38
Pilot Rock	20,000.00	9,831.09	.....	29,831.09
Powers	20,000.00	3,814.21	.....	23,814.21
Sandy	20,000.00	4,957.85	.....	24,957.85
Tillamook	20,000.00	7,548.94	1,969.42	29,518.36
Tualatin	13,094.17	.....	.....	13,094.17
Woodburn	20,000.00	28,866.97	725.58	49,592.55
Totals	$250,000.00	$ 64,893.81	$ 2,695.00	$317,588.81

* Cost of curbs paid by city.
** Carried as 1964-65 project due to underruns in 1964 program. Total cost $15,139.21.
*** Carried as 1964 project due to overruns in 1963 program.
**** Carried as 1963-64 project due to overruns in 1963 program. Total cost $18,458.45.

SPECIAL CITY ALLOTMENT PROJECTS APPROVED FOR CONSTRUCTION WITH 1965 FUNDS

Estimated Costs—June 30, 1966

City	City Allotment Funds	City Funds	State Funds	Total
Aurora*	$ 12,733.92	$	$ 1,600.00	$ 14,333.92
Cascade Locks	13,494.75	.....	590.50	14,085.25
Central Point**	7,213.59	.....	.....	7,213.59
Cottage Grove***	20,000.00	26,803.41	728.31	47,531.72
Culver	14,161.52	.....	734.22	14,895.74
Detroit***	14,528.85	.....	1,300.00	15,828.85
Garibaldi****	11,209.85	.....	1,365.57	12,575.42
Harrisburg	20,000.00	3,380.48	1,128.78	24,509.26
Junction City	20,000.00	4,945.66	915.28	25,860.94
Mosier	9,475.71	.....	731.05	10,206.76
North Plains	18,170.44	.....	2,334.60	20,505.04
Nyssa*****	.....	.....	1,100.41	1,100.41
Oakridge	15,164.30	.....	901.65	16,065.95
Port Orford	17,505.00	.....	1,612.99	19,117.99
Rogue River	18,105.82	.....	1,247.64	19,353.46
Veneta***	18,236.25	.....	2,700.00	20,936.25
Yoncalla	20,000.00	1,638.53	2,105.82	23,744.35
Totals	$250,000.00	$ 36,768.08	$ 21,096.82	$307,864.90

* Carried as 1965-66 project due to underruns in 1965 program. Total estimated cost $20,018.50.
** Special expenditure for city share of railroad signals on Pine Street as approved by State Highway Commission on October 9, 1964.
*** Carried back from 1966 program due to underruns in 1965 program.
**** Carried as 1964-65 project due to underruns in 1964 program. Total cost $15,139.21.
***** Canceled by city.

Table No. 32

DISTRIBUTION OF ROAD-USER REVENUES AS BETWEEN COUNTIES, CITIES, STATE POLICE AND HIGHWAY COMMISSION

1956 to June 30, 1966

Year	Total Revenue (After Deduction of Refunds and Collection Expense)	Distribution of Revenue				
		To Counties	To Cities	To State Police	To Other Agencies	To Highway Commission
1956	$ 57,088,259.68	$ 10,797,304.40	$ 5,575,222.85	$ 1,671,517.00	$	$ 39,044,215.43
1957	56,664,929.32	10,758,505.78	5,748,421.43	1,850,033.25	.....	38,307,968.86
1958	58,277,239.55	11,087,056.50	5,674,880.50	2,028,549.50	.....	39,486,753.05
1959	61,696,783.65	11,442,689.77	6,065,243.62	2,270,990.47	.....	41,917,859.79
1960	62,852,638.68	11,935,408.85	6,325,260.63	2,513,431.44	.....	42,078,537.76
1961	63,989,919.01	12,011,290.54	6,274,800.87	2,707,419.30	.....	42,996,408.30
1962 to June 30	31,520,924.63	6,294,976.78	3,362,209.82	1,450,703.46	.....	20,413,034.57
1963 Fiscal Year	69,703,568.97	13,051,940.09	6,734,431.27	2,901,407.08	.....	47,015,790.53
1964 Fiscal Year	72,546,121.60	13,679,557.77	7,092,705.02	3,194,604.48	.....	48,579,254.33
1965 Fiscal Year	76,190,645.40	14,225,648.63	7,472,846.07	3,202,184.52	3,775,256.00	47,514,710.18
1966 Fiscal Year	84,840,044.73	17,370,951.31	9,726,218.17	3,732,635.04	204,189.97	53,806,050.24

Table No. 33

INCOMES TO HIGHWAY COMMISSION FROM ALL SOURCES (EXCLUDING PROCEEDS OF BOND SALES)

1956 to June 30, 1966

Year	Road User Revenues	Other State Sources	Federal Cooperative Funds	Other Cooperative Funds	Total Income
1956	$ 39,044,215.43	$ 450,039.76	$ 14,740,739.80	$ 1,248,663.16	$ 55,483,658.15
1957	38,307,968.86	588,991.59	25,772,629.00	1,607,683.29	66,277,272.74
1958	39,486,753.05	969,213.60	32,091,380.01	2,156,347.96	74,703,694.62
1959	41,917,859.79	1,425,482.44	50,890,030.49	2,193,547.93	96,426,920.65
1960	42,078,537.76	1,116,518.74	33,945,087.45	1,092,081.41	78,232,225.36
1961	42,996,408.30	844,284.01	45,382,050.19	992,485.51	90,215,228.01
1962 to June 30	20,413,034.57	255,988.40	16,337,382.04	1,258,607.41	38,265,012.42
1963 Fiscal Year	47,015,790.53	1,424,319.34	58,898,277.95	2,913,017.41	110,251,405.23
1964 Fiscal Year	48,579,254.33	1,123,768.38	71,943,397.82	5,435,701.72	127,082,122.25
1965 Fiscal Year	47,514,710.18	8,560,963.91	73,758,737.54	2,132,180.54	131,966,592.17
1966 Fiscal Year	53,806,050.24	2,688,970.66	85,456,067.06	3,772,237.36	145,723,325.32

Table No. 34

DETAILED STATEMENT OF EXPENDITURES FOR MAINTAINING STATE HIGHWAYS DURING THE CURRENT BIENNIUM

July 1, 1964 to June 30, 1966

	Primary Highways	*Secondary Highways*	*Totals*
SURFACE			
Concrete pavement repairs	$ 134,591.21	$ 37,259.93	$ 171,851.14
Asphalt pavement repairs	2,698,014.10	658,446.84	3,356,460.94
Bituminous macadam repairs	999,085.84	132,529.49	1,131,615.33
Oiled macadam repairs	2,266,499.71	1,903,964.08	4,170,463.79
Untreated macadam repairs	14,726.35	82,171.23	96,897.58
Base and subbase	24,246.03	34,879.01	59,125.04
Graded or unsurfaced roadway	15,362.64	88,081.56	103,444.20
FENCE			
Guard fences and sight posts	876,062.24	199,900.86	1,075,963.10
Right of way fence, markers, and mileposts	116,835.62	21,585.36	138,420.98
SHOULDERS			
Shoulders	2,477,898.86	1,421,928.37	3,899,827.23
Road approaches	56,729.19	20,512.94	77,242.13
Sidewalks, islands, and curbs	64,699.20	9,542.19	74,241.39
DRAINAGE			
Ditches	880,388.94	491,191.71	1,371,580.65
Drainage tunnels	30,040.12	3,615.23	33,655.35
Pipes, culverts, siphons, and flumes	555,911.39	282,655.38	838,566.77
Slides and slope erosion	3,639,780.79	2,058,797.01	5,698,577.80
High water and washouts	1,378,184.99	450,329.60	1,828,514.59
STRUCTURES			
Box culverts and bridges, less than 20′	61,843.77	10,630.06	72,473.83
Bridges over 20′ in length	823,132.90	357,596.10	1,180,729.00
Roadway tunnels	15,860.20	1,561.84	17,422.04
Retaining walls, bulkheads, dikes, etc.	51,456.72	69,714.63	121,171.35
ROADWAY VEGETATION			
Brush and tree cutting and trimming	478,092.46	242,956.91	721,049.37
Weed and brush control by spraying	735,979.74	263,380.76	999,360.50
Roadside development and improvements	666,538.88	56,298.77	722,837.65
Erosion control (seeding—mulching)	41,102.07	10,410.90	51,512.97
Mowing	277,496.13	83,460.76	360,956.89
"Green Thumb" project	7,473.53	1,232.59	8,706.12
TRAFFIC CONTROL FACILITIES			
Traffic signals	163,527.22	48,487.80	212,015.02
Signs, highway markers	1,022,937.29	383,505.18	1,406,442.47
Traffic lines	1,073,756.39	285,848.44	1,359,604.83
Painting pavement legends	243,540.14	60,566.49	304,106.63
Highway illumination	285,977.01	19,991.52	305,968.53
Channelizations and traffic islands	4,435.74	149.72	4,585.46
ROADSIDE CLEANUP			
Litter cleanup	584,431.53	104,916.03	689,347.56
Operation of highway magnet	8,542.21	2,881.85	11,424.06
Operation of road sweeper	201,995.81	32,744.17	234,739.98
SNOW AND ICE			
Snow removal	1,850,679.26	848,573.23	2,699,252.49
Sanding slippery pavement	2,645,559.44	579,137.59	3,224,697.03
Snow fence	3,805.45	1,607.81	5,413.26
Subtotal	$27,477,221.11	$11,363,043.94	$38,840,265.05
Maintenance supervision			$ 1,172,551.04
Signing and ER repair on county roads			151,152.32
Total maintenance expenditures			$40,163,968.41

Table No. 35

FEDERAL-AID INTERSTATE HIGHWAY SYSTEM

As of December 31, 1965

Interstate Route No.	Route Description	Total Route Mileage	Mileage Within Urban Areas	Mileage Within National Forests	Mileage Within Indian Res.
5	Portland-California State Line	308.58	46.05	.....	.....
80N	Portland-Ontario	375.31	25.57	32.32	20.02
405	Stadium Freeway Highway	3.96	3.96	.....	.....
205	East Portland Freeway	25.38	25.38	.....	.....
305	Salem Spur	3.28	3.28	.....	.....
105	Eugene Spur	4.16	4.16	.....	.....
82	Stanfield-Umatilla	14.67	.....	.....	.....
	Totals	735.34	108.40	32.32	20.02

Table No. 36

FEDERAL-AID PRIMARY HIGHWAY SYSTEM

As of December 31, 1965

Federal Route No.	Highway	Total Route Mileage	Mileage Within Urban Areas	Mileage Within National Forests	Mileage Within Indian Reservations	Non-Chargeable Mileage	Net Chargeable Mileage	Mileage Coincident With Interstate System
1	Astoria-Ontario [1]	486.76	56.78	30.40	20.02	.....	379.56	308.95
2	Oregon Coast	351.17	9.80	51.03	.....	0.30[2]	290.04	.....
3	Pacific [3]	317.53	60.36	.....	.....	.....	257.17	169.36
4	The Dalles-California [4]	288.19	10.82	49.45	.....	.....	227.92	.....
5	Eugene-Ontario [5]	390.07	20.80	90.39	.....	.....	278.88	3.50
6	Arlington-Dayville	121.58	.....	.....	.....	.....	121.58	.....
7	La Grande-Enterprise	64.48	0.42	.....	.....	.....	64.06	.....
9	Pacific West	115.06	28.27	.....	.....	.....	86.79	.....
10	Albany-Corvallis	10.56	1.82	.....	.....	.....	8.74	.....
11	Hebo-McMinnville	62.09	0.17	14.56	.....	.....	47.36	.....
12	Sherman	68.66	.....	.....	.....	.....	68.66	.....
14	Coos Bay-Roseburg	75.34	.....	.....	.....	.....	75.34	.....
15	Green Springs	59.87	1.27	1.59	.....	.....	57.01	.....
16	Fremont	157.73	.....	20.47	.....	.....	137.26	.....
17	Redwood	41.30	0.74	0.92	.....	.....	39.64	.....
18	Boardman-Wallula	35.70	.....	.....	.....	.....	35.70	.....
19	Pendleton-Washington State Line	32.33	0.15	.....	1.15	.....	31.03	.....
20	Umpqua	57.23	.....	.....	.....	.....	57.23	.....
21	Bend-Burns	130.78	1.19	.....	.....	.....	129.59	.....
22	Corvallis-Newport	53.06	2.48	.....	.....	.....	50.58	.....
23	Salmon River	23.28	.....	.....	.....	.....	23.28	.....
24	Portland-Maupin	95.48	16.77	35.78	.....	.....	42.93	.....
25	Siuslaw	65.99	.....	17.57	.....	.....	48.42	.....
26	East Portland-Oregon City	19.60	19.60	.....	.....	.....	.....	0.93
27	Sunset	65.81	10.89	.....	.....	.....	54.92	.....
28	Cannon Beach Road	20.35	.....	.....	.....	.....	20.35	.....
29	Willamette	86.38	.....	64.42	.....	.....	21.96	.....
30	Pendleton-John Day	121.87	2.08	16.53	.....	.....	103.26	.....
31	Burns-Vale	113.70	.....	.....	.....	.....	113.70	.....
32	Tualatin Valley	42.46	13.13	.....	.....	.....	29.33	.....
34	Boyer-Dolph	5.60	.....	4.90	.....	.....	0.70	.....
35	Tillamook-Banks	51.20	.....	.....	.....	.....	51.20	.....
37	Santiam	100.36	2.78	56.97	.....	.....	40.61	.....
41	82nd Avenue [6]	13.77	13.77	.....	.....	.....	.....	.....
42	Wilsonville-Hubbard	5.63	.....	.....	.....	.....	5.63	.....
44	Warm Springs	46.22	.....	6.69	27.25	.....	12.28	.....
46	Portland-Salem Freeway	50.56	20.90	.....	.....	13.72[7]	15.94	50.56
47	Willamina-Salem	26.11	3.68	.....	.....	.....	22.43	.....
....	Unnumbered Interstate Routes	200.16	70.21	1.92	.....	128.03	.....	200.16
	Totals	4,074.02	368.88	463.59	48.42	142.05	3,051.08	733.46

[1] Includes loop in North Portland and connection to Hood River and The Dalles.
[2] Cape Perpetua Lighthouse Reserve.
[3] Includes spur in Grants Pass.
[4] Includes loops in Bend and Klamath Falls.
[5] Includes alternate route via Eugene and Springfield, with 1.82 miles nonchargeable due to prior inclusion in Interstate System.
[6] Includes spur in Oregon City.
[7] Nonchargeable due to prior inclusion in Interstate System.

Table No. 37

FEDERAL-AID SECONDARY HIGHWAY SYSTEM

As of December 31, 1965

The mileages given in this table are inclusive of mileages within cities, towns and urban areas.

County	Mileages		
	State System	Local Road System	Total System
Baker	186.4	67.8	254.2
Benton	57.4	85.5	142.9
Clackamas	121.8	161.8	283.6
Clatsop	56.8	84.0	140.8
Columbia	41.9	122.8	164.7
Coos	72.7	122.9	195.6
Crook	106.8	85.5	192.3
Curry	6.3	75.8	82.1
Deschutes	71.8	359.1	430.9
Douglas	142.3	212.8	355.1
Gilliam	48.0	167.9	215.9
Grant	83.3	98.7	182.0
Harney	209.6	175.4	385.0
Hood River	63.0	102.0	165.0
Jackson	163.3	128.0	291.3
Jefferson	27.9	76.6	104.5
Josephine	65.0	74.2	139.2
Klamath	234.8	254.5	489.3
Lake	152.8	102.6	255.4
Lane	138.5	158.7	297.2
Lincoln	71.5	113.2	184.7
Linn	101.1	277.9	379.0
Malheur	236.4	108.0	344.4
Marion	154.2	199.4	353.6
Morrow	138.1	133.0	271.1
Multnomah	27.5	113.3	140.8
Polk	55.1	113.4	168.5
Sherman	45.8	63.6	109.4
Tillamook	18.4	75.8	94.2
Umatilla	183.1	161.3	344.4
Union	115.8	76.5	192.3
Wallowa	86.2	47.3	133.5
Wasco	48.3	199.8	248.1
Washington	78.6	94.8	173.4
Wheeler	60.9	50.2	111.1
Yamhill	77.8	77.5	155.3
Totals	3,549.2	4,621.6	8,170.8

Table No. 38

FEDERAL-AID URBAN SYSTEM BY CITIES

As of December 31, 1965

Urban Area	Miles Federal-Aid Primary Highways	Miles Federal-Aid Secondary Highways
Albany	7.50	1.00
Ashland	5.48	.....
Astoria	6.33	2.95
Baker	6.44	3.42
Bend	5.85	7.47
Coos Bay	2.45	7.24
Corvallis	7.31	0.13
Dallas	.....	4.05
Eugene [1]	36.65	45.27
Forest Grove	2.60	1.41
Grants Pass	7.13	1.33
Hillsboro	2.73	4.50
Klamath Falls	6.16	9.29
La Grande	2.38	0.90
Lebanon	2.79	1.59
McMinnville	4.08	2.15
Medford	7.11	3.75
Newport	3.26	1.00
North Bend	2.74	2.31
Ontario	3.36	0.90
Pendleton	11.15	1.25
Portland [2]	198.23	203.45
Roseburg	3.19	9.02
St. Helens	1.16	1.10
Salem	27.80	50.64
The Dalles	5.50	3.31
Totals	369.38[3]	369.43

[1] Includes former urban area of Springfield.

[2] Includes former urban areas of Beaverton, Lake Oswego, Milwaukie and Oregon City.

[3] Includes 108.40 miles of Interstate urban.

Table No. 39

OREGON FOREST HIGHWAY SYSTEM

Forest Road No.	State No.	Name	Termini	Length in Miles
1	32)	Three Rivers (10.6 mi.)	Hebo-Boyer	16.2
	Co. Rd.)	(5.6 mi.)		
2	39	Salmon River	Oregon Coast Highway-Polk County Line	15.1
3	9	Oregon Coast	Neskowin-Siletz River	17.1
4	181	Siletz	Oregon Coast Highway-Forest Boundary	6.2
5	9	Oregon Coast	Yaquina Bay-Umpqua River	69.0
6	27	Alsea	Waldport-Benton County Line	27.5
7	34	Siuslaw	Oregon Coast Highway-Blachly	45.0
8	45	Umpqua	Reedsport-Scottsburg	15.5
9	9	Oregon Coast	Douglas County Line-Hauser	8.7
10	9	Oregon Coast	Port Orford-Gold Beach	26.2
11	25	Redwood	O'Brien Schoolhouse-State Line	5.4
12	25	Redwood	Love Station-Summit Hayes Hill	2.2
13	38	Oregon Caves	3 miles west of Forest Boundary to Caves	11.5
14	....	Applegate (county road)	Ruch-Watkins	17.0
15	1	Pacific	Canyonville-Jct. FAS 243 near Azalea	10.4
16	230	Tiller-Trail	Tiller to Trail	26.4
17	22	Crater Lake	Trail-West Crater Lake Park Boundary	42.7
18	22	Crater Lake	South Park Boundary to Sun Mountain Highway	7.7
19	4	The Dalles-California	Crescent to Sun Mountain Highway	30.5
21	18	Willamette	Lowell to The Dalles-California Highway	73.2
22	15	McKenzie	Blue River to Sisters	51.1
23	16	Santiam	1 mile east of Foster to Sisters	69.2
24	162	North Santiam	Niagara-Santiam Highway	44.5
25	26	Mount Hood	West Forest Boundary to Warm Springs Junction	14.4
26	44	Wapinitia	Warm Springs Highway to 1 mile north of Wapinitia	18.6
27	41	Ochoco	West Forest Boundary to North Forest Boundary	19.6
28	2	Columbia River	West Forest Boundary to East Forest Boundary	26.2
29	19	Fremont	West Forest Boundary to East Forest Boundary	20.5
30	20	Klamath Falls-Lakeview	West Forest Boundary to East Forest Boundary	29.1
31	19	Fremont	3.5 miles south of Valley Falls to 5.4 miles north of Lakeview	14.9
32	321	Heppner-Spray	Mouth of Chapin Creek to John Day Highway	26.1
33	28	Pendleton-John Day	½ mi. south of Albee County Road Junction to Range	30.6
34	28	Pendleton-John Day	Long Creek to South Forest Boundary	20.4
35	48)	John Day-Burns (67.7 mi.)	John Day to Burns	70.3
	7)	(2.6 mi.)		
36	5	John Day	Prairie City to Unity, with a spur to Austin	39.0
37	330	Weston-Elgin	McDougall's Camp Road to Summerville Road	23.1
38	11	Enterprise-Lewiston	State Line to South Forest Boundary	29.6
39	350	Little Sheep Creek	West Forest Boundary to Imnaha	8.8
40	413	Halfway-Cornucopia	Cornucopia to Carson	6.1
41	....	Loop-The Dalles (county road)	Mt. Hood Highway to East Forest Boundary	15.0
42	53	Warm Springs	Mt. Hood Highway to South Forest Boundary	20.5
43	233)	Diamond Lake (23.9 mi.)	Union Creek to The Dalles-California Highway	
	425)	(14.8 mi.)	via Diamond Lake	38.7
44	261)	Williams (9.3 mi.)	Provolt to Oregon Caves Highway	22.3
	Co. Rd.)	(13.0 mi.)		
46	232)	Cascade Lakes (5.3 mi.)	East Forest Boundary near Bend to North Boundary	
	372)	(7.4 mi.)	of Crater Lake National Park	111.2
	429)	(2.4 mi.)		
	Co. Rd.)	(96.1 mi.)		
47	....	North Umpqua (county road)	Rock Creek to Cascade Lakes Highway	51.4
48	Co. Rd.	Klamath Lake-Westside	Sevenmile Creek to Lake of the Woods Highway	18.0
49	26	Mount Hood	Mount Hood Post Office to Warm Springs Junction	27.3
50	173	Timberline	Timberline Lodge to Mt. Hood Highway Junction	5.5
51	215	Belknap Springs	Santiam Highway Jct. to McKenzie Highway Jct. near Belknap Springs	19.8
52	341	Ukiah-Hilgard	West Forest Boundary to East Forest Boundary	20.0
53	270	Lake of the Woods	West Forest Boundary to East Forest Boundary east of Odessa Creek	27.0
54	428	Sun Mountain	The Dalles-California Highway to Crater Lake Highway	27.0
55	171	Clackamas	Estacada to Oak Grove Fork Bridge	27.0
56	9	Neskowin-Tillamook	Forest Highway 3 at Neskowin to 3 miles south of Tillamook	24.5
			Total Mileage on Forest Highway System	1,490.8
			Mileage on State System	1,274.7

Table No. 40

MILEAGES OF PRIMARY STATE HIGHWAYS

As of December 31, 1965

The mileages given in this table are inclusive of mileages within cities and towns.

Hwy. No.	Highway	Total Mileage of Highway	Miles of Different Types of Improvement						
			Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surface	Unoiled Surface	Graded Only	Unimproved
1	Pacific	309.81	76.09	208.28	22.69	.....	.....	2.75	.....
1E	Pacific East	62.88	17.25	45.63	.....	.....	.....	.....	.....
1W	Pacific West	132.16	36.59	91.19	4.38	.....	.....	.....	.....
2	Columbia River①	201.61	1.70	156.83	20.28	22.80	.....	.....	.....
2W	(Lower) Columbia River West	99.44	23.17	72.68	3.59	.....	.....	.....	.....
3	Oswego	11.60	9.20	2.40	.....	.....	.....	.....	.....
4	The Dalles-California	282.71	1.88	170.36	52.45	58.02	.....	.....	.....
5	John Day②	278.61	.....	45.77	26.87	204.65	1.32	.....	.....
6	Old Oregon Trail	211.77	0.76	119.92	83.21	7.88	.....	.....	.....
7	Central Oregon	265.12	0.16	193.33	38.14	33.49	.....	.....	.....
8	Oregon-Washington	32.33	.....	11.93	20.40	.....	.....	.....	.....
9	Oregon Coast	347.96	10.38	184.06	94.78	52.72	.....	3.80	2.22
10	Wallowa Lake	70.81	0.28	21.25	14.16	35.12	.....	.....	.....
11	Enterprise-Lewiston	43.24	.....	21.64	.....	21.60	.....	.....	.....
12	Baker-Homestead③	77.58	0.05	0.24	.....	70.95	6.34	.....	.....
13	Baker-Unity	46.01	0.12	9.09	15.76	21.04	.....	.....	.....
14	Crooked River	45.03	.....	.....	0.85	8.39	35.79	.....	.....
15	McKenzie	111.74	0.31	48.07	0.86	62.50	.....	.....	.....
16	Santiam	100.36	.....	46.22	4.70	49.44	.....	.....	.....
17	McKenzie-Bend	18.51	.....	5.04	.....	13.47	.....	.....	.....
18	Willamette	86.38	0.11	74.46	10.69	1.12	.....	.....	.....
19	Fremont	157.73	.....	8.54	68.20	80.99	.....	.....	.....
20	Klamath Falls-Lakeview	96.55	1.11	5.07	55.10	35.27	.....	.....	.....
21	Green Springs	59.87	.....	8.95	16.72	34.20	.....	.....	.....
22	Crater Lake	85.35	14.79	23.50	11.30	35.76	.....	.....	.....
23	Dairy-Bonanza	6.97	.....	.....	.....	6.97	.....	.....	.....
25	Redwood④	46.05	0.30	32.32	7.02	6.41	.....	.....	.....
26	Mount Hood	99.29	6.10	59.09	14.17	19.93	.....	.....	.....
27	Alsea	58.53	.....	21.76	0.19	36.58	.....	.....	.....
28	Pendleton-John Day	121.87	.....	19.13	34.49	61.24	.....	.....	7.01
29	Tualatin Valley	42.46	18.03	24.43	.....	.....	.....	.....	.....
30	Willamina-Salem	26.11	0.42	22.01	3.68	.....	.....	.....	.....
31	Albany-Corvallis	11.25	2.34	8.91	.....	.....	.....	.....	.....
32	Three Rivers	24.97	.....	.....	.....	24.97	.....	.....	.....
33	Corvallis-Newport	54.60	.....	13.88	15.64	25.08	.....	.....	.....
34	Siuslaw	65.99	.....	6.42	14.65	44.92	.....	.....	.....
35	Coos Bay-Roseburg	75.58	1.74	35.71	7.13	31.00	.....	.....	.....
36	Pendleton-Cold Springs	30.88	.....	.....	5.22	25.15	0.51	.....	.....
37	Wilson River	51.20	0.22	32.44	3.65	14.89	.....	.....	.....
38	Oregon Caves	19.51	.....	.....	.....	19.51	.....	.....	.....
39	Salmon River	44.71	4.99	31.25	8.47	.....	.....	.....	.....
40	Beaverton-Hillsdale	6.87	0.68	6.19	.....	.....	.....	.....	.....
41	Ochoco	98.37	.....	29.62	7.36	61.39	.....	.....	.....
42	Sherman	68.66	0.38	46.76	2.73	18.79	.....	.....	.....
43	Monmouth-Independence	2.35	.....	2.35	.....	.....	.....	.....	.....
44	Wapinitia	26.00	.....	.....	20.66	5.34	.....	.....	.....
45	Umpqua	57.23	0.38	24.65	28.89	3.31	.....	.....	.....
46	Necanicum	22.09	.....	.....	9.39	12.70	.....	.....	.....
47	Sunset	75.18	2.02	59.53	13.46	0.17	.....	.....	.....
48	John Day-Burns	67.69	.....	28.32	12.11	27.26	.....	.....	.....
49	Lakeview-Burns	89.93	.....	.....	5.05	84.88	.....	.....	.....
50	Klamath Falls-Malin⑤	32.34	0.32	5.62	15.88	8.53	.....	.....	1.99
51	Wilsonville-Hubbard	5.63	3.87	1.76	.....	.....	.....	.....	.....
52	Heppner	83.15	.....	3.72	3.00	76.43	.....	.....	.....
53	Warm Springs	60.07	0.10	32.56	20.43	6.98	.....	.....	.....
54	Umatilla-Stanfield	12.58	.....	.....	1.29	11.29	.....	.....	.....
58	Albany-Junction City	32.46	1.75	22.01	8.70	.....	.....	.....	.....
59	Sandy Boulevard	5.51	.....	5.51	.....	.....	.....	.....	.....
60	Rogue River	14.89	5.00	9.89	.....	.....	.....	.....	.....
61	Stadium Freeway	3.77	0.53	.....	.....	.....	.....	0.10	3.14
63	Rogue Valley	24.12	2.69	19.71	1.72	.....	.....	.....	.....
	Totals	4,804.02	245.81	2,180.00	830.11	1,483.13	43.96	6.65	14.36

① Includes Hood River and The Dalles spurs.
② Includes Arlington and Austin spurs.
③ Includes Halfway spur.
④ Includes "E" and "F" Streets spurs.
⑤ Includes Esplanade Street spur.

Table No. 41

MILEAGES OF PRIMARY STATE HIGHWAYS BY COUNTIES

As of December 31, 1965

The mileages given in this table are inclusive of mileages within cities and towns.

County	Total Mileage in County	Miles of Different Types of Improvement						
		Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surface	Unoiled Surface	Graded Only	Unimproved
Baker	213.85	0.73	27.09	57.75	121.94	6.34	.....	.....
Benton	94.73	2.19	61.41	4.71	26.42	.....	.....	.....
Clackamas	74.68	14.30	38.84	18.87	2.67	.....	.....	.....
Clatsop	113.73	14.39	51.12	28.92	15.50	.....	3.80	.....
Columbia	52.27	3.56	45.12	3.59	.....	.....	.....	.....
Coos	97.33	4.44	67.64	7.61	17.64	.....	.....	.....
Crook	87.44	.....	16.86	4.35	34.46	31.77	.....	.....
Curry	77.52	0.55	50.88	11.30	14.79	.....	.....	.....
Deschutes	200.10	0.25	109.24	27.63	58.96	4.02	.....	.....
Douglas	198.65	6.27	119.25	48.27	24.86	.....	.....	.....
Gilliam	96.57	0.45	23.43	2.22	70.47	.....	.....	.....
Grant	197.32	.....	56.65	17.03	115.31	1.32	.....	7.01
Harney	159.43	.....	61.11	40.01	58.31	.....	.....	.....
Hood River	66.25	0.28	48.71	.....	17.26	.....	.....	.....
Jackson	178.41	50.78	80.28	18.92	28.43	.....	.....	.....
Jefferson	66.81	.....	21.04	16.26	29.51	.....	.....	.....
Josephine	99.45	10.43	50.60	12.50	25.92	.....	.....	.....
Klamath	321.06	2.55	135.87	103.08	77.57	.....	.....	1.99
Lake	241.23	.....	23.54	67.71	149.98	.....	.....	.....
Lane	290.46	18.51	145.29	36.49	90.17	.....	.....	.....
Lincoln	131.12	1.22	48.49	43.11	38.30	.....	.....	.....
Linn	142.37	8.92	76.35	12.86	44.24	.....	.....	.....
Malheur	166.52	0.25	103.88	23.87	38.52	.....	.....	.....
Marion	82.64	19.26	63.38	.....	.....	.....	.....	.....
Morrow	103.52	.....	30.90	11.53	61.09	.....	.....	.....
Multnomah	143.93	41.89	95.19	0.86	.....	.....	2.85	3.14
Polk	69.02	4.38	48.15	15.36	1.13	.....	.....	.....
Sherman	63.50	0.48	48.00	6.08	8.94	.....	.....	.....
Tillamook	123.76	1.55	48.63	34.47	36.89	.....	.....	2.22
Umatilla	241.23	.....	77.02	96.72	66.98	0.51	.....	.....
Union	74.60	0.31	46.17	6.77	21.35	.....	.....	.....
Wallowa	81.26	0.08	37.80	8.01	35.37	.....	.....	.....
Wasco	181.38	0.61	87.46	36.56	56.75	.....	.....	.....
Washington	104.34	7.25	94.26	2.83	.....	.....	.....	.....
Wheeler	97.14	.....	12.76	3.86	80.52	.....	.....	.....
Yamhill	70.40	29.93	27.59	.....	12.88	.....	.....	.....
Totals	4,804.02	245.81	2,180.00	830.11	1,483.13	43.96	6.65	14.36

Table No. 42

MILEAGES OF SECONDARY STATE HIGHWAYS BY COUNTIES

As of December 31, 1965

The mileages given in this table are inclusive of mileages within cities and towns.

County	Total Mileage in County	Miles of Different Types of Improvement						
		Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surface	Unoiled Surface	Graded Only	Unimproved
Baker	70.67	.....	0.38	0.61	55.48	14.20	.....	.....
Benton	28.26	.....	8.51	.....	19.75	.....	.....	.....
Clackamas	131.94	2.27	41.41	10.44	77.82	.....	.....	.....
Clatsop	65.75	12.42	12.79	4.39	30.29	.....	.....	5.86
Columbia	41.87	0.31	15.88	2.61	23.07	.....	.....	.....
Coos	72.70	1.06	7.78	15.18	44.57	4.11	.....	.....
Crook	86.87	.....	24.73	9.97	52.17	.....	.....	.....
Curry	6.33	.....	.....	.....	6.33	.....	.....	.....
Deschutes	53.98	0.18	1.40	13.26	39.14	.....	.....	.....
Douglas	142.86	9.88	70.77	0.12	57.14	4.95	.....	.....
Gilliam	39.61	.....	0.15	.....	39.46	.....	.....	.....
Grant	40.23	.....	.....	.....	40.23	.....	.....	.....
Harney	149.29	.....	14.62	4.80	91.40	38.47	.....	.....
Hood River	24.58	.....	4.40	2.01	18.17	.....	.....	.....
Jackson	98.62	.....	43.07	12.80	42.75	.....	.....	.....
Jefferson	27.92	.....	.....	11.62	16.30	.....	.....	.....
Josephine	45.47	.....	3.33	.....	42.14	.....	.....	.....
Klamath	116.41	.....	26.74	2.39	87.28	.....	.....	.....
Lake	62.72	.....	7.04	.....	55.68	.....	.....	.....
Lane	152.11	12.55	69.28	22.57	39.18	1.08	0.17	7.28
Lincoln	44.73	.....	7.39	7.82	23.34	6.18	.....	.....
Linn	100.99	0.23	63.99	18.01	18.76	.....	.....	.....
Malheur	238.54	0.77	131.89	23.67	76.33	.....	.....	5.88
Marion	161.38	0.65	124.89	.....	35.84	.....	.....	.....
Morrow	73.79	.....	.....	.....	73.79	.....	.....	.....
Multnomah	53.57	11.16	42.41	.....	.....	.....	.....	.....
Polk	52.58	.....	13.89	7.35	31.34	.....	.....	.....
Sherman	45.83	.....	.....	.....	45.83	.....	.....	.....
Tillamook	18.38	0.54	0.96	2.28	14.60	.....	.....	.....
Umatilla	130.01	.....	15.20	4.96	108.04	.....	.....	1.81
Union	115.68	.....	1.91	10.67	103.10	.....	.....	.....
Wallowa	36.59	.....	8.21	.....	19.67	8.71	.....	.....
Wasco	51.67	.....	18.92	0.60	32.15	.....	.....	.....
Washington	75.09	0.25	39.86	.....	27.54	.....	2.59	4.85
Wheeler	60.83	.....	.....	.....	31.80	29.03	.....	.....
Yamhill	79.48	3.55	18.38	4.26	53.29	.....	.....	.....
Totals	2,797.33	55.82	840.18	192.39	1,573.77	106.73	2.76	25.68

Table No. 43

MILEAGES OF SECONDARY STATE HIGHWAYS

As of December 31, 1965

The mileages given in this table are inclusive of mileages within cities and towns.

Hwy. No.	Highway	Total Mileage of Highway	Miles of Different Types of Improvement						
			Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surface	Unoiled Surface	Graded Only	Unimproved
102	Nehalem	86.38	11.04	40.14	2.99	32.21	.....	.....	.....
103	Fishhawk Falls	14.86	.....	.....	.....	9.00	.....	.....	5.86
104	Fort Stevens	4.48	1.03	3.13	0.32	.....	.....	.....	.....
105	Warrenton-Astoria	7.25	0.66	2.52	3.69	0.38	.....	.....	.....
110	Mist-Clatskanie	11.89	.....	0.12	.....	11.77	.....	.....	.....
120	Swift	2.93	1.91	1.02	.....	.....	.....	.....	.....
122	Vancouver Avenue	0.59	0.29	0.30	.....	.....	.....	.....	.....
123	Northeast Portland	18.74	5.55	13.19	.....	.....	.....	.....	.....
125	Crown Point	24.08	.....	24.08	.....	.....	.....	.....	.....
130	Little Nestucca	9.30	.....	.....	2.28	7.02	.....	.....	.....
131	Netarts	9.08	0.54	0.96	.....	7.58	.....	.....	.....
140	Hillsboro-Silverton	51.67	0.35	37.67	.....	13.65	.....	.....	.....
141	Beaverton-Tualatin	12.96	.....	1.48	.....	11.48	.....	.....	.....
142	Farmington	9.98	.....	7.50	.....	2.48	.....	.....	.....
143	Scholls	12.48	.....	9.60	.....	2.88	.....	.....	.....
144	Beaverton-Tigard	7.44	.....	.....	.....	.....	.....	2.59	4.85
150	Salem-Dayton	21.99	0.03	1.42	0.76	19.78	.....	.....	.....
151	Yamhill-Newberg	11.55	0.57	3.76	.....	7.22	.....	.....	.....
152	Three Mile Lane	10.46	0.29	5.98	.....	4.19	.....	.....	.....
153	Bellevue-Hopewell	14.49	.....	.....	.....	14.49	.....	.....	.....
154	Lafayette	6.36	.....	.....	0.52	5.84	.....	.....	.....
155	Amity-Dayton	9.38	1.73	.....	.....	7.65	.....	.....	.....
156	McMinnville	1.71	0.93	0.78	.....	.....	.....	.....	.....
157	Willamina-Sheridan	8.51	.....	3.66	4.85	.....	.....	.....	.....
160	Cascade	44.28	5.28	22.79	0.13	16.08	.....	.....	.....
161	Woodburn-Estacada	33.51	0.63	4.66	4.82	23.40	.....	.....	.....
162	North Santiam	81.74	.....	69.91	.....	11.83	.....	.....	.....
163	Silver Creek Falls	40.92	.....	12.54	.....	28.38	.....	.....	.....
164	Jefferson	8.39	0.55	7.84	.....	.....	.....	.....	.....
165	Aumsville-Mehama	16.43	.....	13.64	.....	2.79	.....	.....	.....
170	Canby-Marquam	8.02	.....	.....	.....	8.02	.....	.....	.....
171	Clackamas	50.05	.....	23.04	.....	27.01	.....	.....	.....
172	Eagle Creek-Sandy	5.94	.....	.....	.....	5.94	.....	.....	.....
173	Timberline	5.49	.....	.....	5.49	.....	.....	.....	.....
180	Eddyville-Blodgett	19.25	.....	0.48	.....	18.77	.....	.....	.....
181	Siletz	31.45	.....	6.64	7.82	10.81	6.18	.....	.....
182	Otter Rock	0.75	.....	0.75	.....	.....	.....	.....	.....
189	Dallas-Rickreall	3.97	.....	3.97	.....	.....	.....	.....	.....
191	Kings Valley	31.40	.....	11.53	.....	19.87	.....	.....	.....
193	Independence	6.42	.....	3.45	.....	2.97	.....	.....	.....
194	Monmouth	7.56	.....	0.39	5.48	1.69	.....	.....	.....
200	Territorial	45.94	.....	22.81	.....	17.10	6.03	.....	.....
201	Alsea-Deadwood	9.49	.....	.....	.....	9.49	.....	.....	.....
210	Corvallis-Lebanon	18.05	.....	18.05	.....	.....	.....	.....	.....
211	Albany-Lyons	25.74	.....	10.93	11.32	3.49	.....	.....	.....
212	Halsey-Sweet Home	21.50	.....	9.33	6.69	5.48	.....	.....	.....
215	Clear Lake-Belknap Springs	19.81	.....	19.81	.....	.....	.....	.....	.....
220	Mapleton-Eugene	44.35	.....	5.78	22.54	16.03	.....	.....	.....
222	Springfield-Creswell	14.88	0.14	3.03	0.03	8.05	.....	.....	3.63
223	Junction City-Eugene	13.65	0.70	12.95	.....	.....	.....	.....	.....
225	McVay	2.53	.....	2.53	.....	.....	.....	.....	.....
226	Goshen-Divide	19.91	8.84	11.07	.....	.....	.....	.....	.....
227	Eugene-Springfield	9.99	2.87	3.30	.....	.....	.....	0.17	3.65
228	Springfield	1.40	.....	1.40	.....	.....	.....	.....	.....
230	Tiller-Trail	52.70	.....	8.41	11.11	33.18	.....	.....	.....
231	Elkton-Sutherlin	27.18	0.16	13.34	0.12	13.56	.....	.....	.....
232	Crater Lake-North	5.27	.....	5.27	.....	.....	.....	.....	.....
233	West Diamond Lake	23.89	.....	13.32	.....	10.57	.....	.....	.....
234	Oakland-Shady	22.29	9.72	12.57	.....	.....	.....	.....	.....
235	Dillard	8.49	.....	8.49	.....	.....	.....	.....	.....
236	Drain-Yoncalla	8.06	.....	8.06	.....	.....	.....	.....	.....
237	Myrtle Creek	5.70	.....	5.70	.....	.....	.....	.....	.....
240	Cape Arago	14.19	0.22	2.37	.....	11.60	.....	.....	.....
241	Coos River	19.12	0.74	3.99	1.67	8.61	4.11	.....	.....
242	Powers	18.50	0.10	0.23	.....	18.17	.....	.....	.....
243	Empire-Coos Bay	3.61	.....	0.79	.....	2.82	.....	.....	.....
244	Coquille-Bandon	17.28	.....	0.40	13.51	3.37	.....	.....	.....

(Continued on page 134)

Table No. 43—Continued

MILEAGES OF SECONDARY STATE HIGHWAYS

As of December 31, 1965

Hwy. No.	Highway	Total Mileage of Highway	Miles of Different Types of Improvement						
			Concrete Pavement	Bituminous Pavement	Bituminous Macadam	Oiled Surface	Unoiled Surface	Graded Only	Unimproved
250	Cape Blanco	5.54	.....	.....	.....	5.54	.....	.....	.....
251	Port Orford	0.79	.....	.....	.....	0.79	.....	.....	.....
260	Rogue River Loop	22.34	.....	3.30	.....	19.04	.....	.....	.....
261	Williams	23.12	.....	0.03	.....	23.09	.....	.....	.....
270	Lake of the Woods	66.53	.....	25.96	0.30	40.27	.....	.....	.....
271	Sams Valley	18.70	.....	3.06	.....	15.64	.....	.....	.....
272	Medford-Provolt	25.07	.....	10.84	1.39	12.84	.....	.....	.....
273	Siskiyou	6.89	.....	6.89	.....	.....	.....	.....	.....
281	Hood River	19.07	.....	2.99	1.34	14.74	.....	.....	.....
282	Odell	3.43	.....	.....	.....	3.43	.....	.....	.....
283	Cascade Locks	2.08	.....	1.41	0.67	.....	.....	.....	.....
290	Sherars Bridge	28.47	.....	.....	.....	28.47	.....	.....	.....
291	Shaniko-Fossil	42.98	.....	.....	.....	41.28	1.70	.....	.....
292	Mosier-The Dalles	20.25	.....	18.92	0.60	0.73	.....	.....	.....
300	Wasco-Heppner	83.82	.....	0.15	.....	83.67	.....	.....	.....
301	Fulton Canyon-Wasco	10.76	.....	.....	.....	10.76	.....	.....	.....
320	Lexington-Echo	39.49	.....	.....	.....	39.49	.....	.....	.....
321	Heppner-Spray	40.87	.....	.....	.....	25.86	15.01	.....	.....
330	Weston-Elgin	41.85	.....	7.38	0.22	34.25	.....	.....	.....
331	Umatilla Mission	4.50	.....	.....	.....	4.50	.....	.....	.....
332	Sunnyside-Umapine	7.93	.....	.....	.....	7.93	.....	.....	.....
333	Hermiston	19.74	.....	1.28	.....	16.65	.....	.....	1.81
334	Athena-Holdman	17.03	.....	0.28	0.74	16.01	.....	.....	.....
335	Havana-Helix	9.79	.....	1.00	.....	8.79	.....	.....	.....
338	Ordnance Depot	0.41	.....	.....	0.41	.....	.....	.....	.....
339	Freewater	5.26	.....	5.26	.....	.....	.....	.....	.....
340	Medical Springs	42.57	.....	.....	.....	42.57	.....	.....	.....
341	Ukiah-Hilgard	47.22	.....	0.30	3.59	43.33	.....	.....	.....
342	Cove	22.09	.....	.....	.....	22.09	.....	.....	.....
343	La Grande-N. Powder	27.97	.....	1.61	11.28	15.08	.....	.....	.....
350	Little Sheep Creek	29.65	.....	8.21	.....	12.73	8.71	.....	.....
351	Joseph-Wallowa Lake	6.94	.....	.....	.....	6.94	.....	.....	.....
360	Madras-Prineville	26.28	.....	.....	.....	26.28	.....	.....	.....
361	Culver	11.62	.....	.....	11.62	.....	.....	.....	.....
370	O'Neil	17.67	.....	.....	2.40	15.27	.....	.....	.....
371	Powell Butte	18.02	.....	.....	7.57	10.45	.....	.....	.....
372	Century Drive	12.26	0.18	1.40	.....	10.68	.....	.....	.....
373	Cline Falls	10.32	.....	.....	.....	10.32	.....	.....	.....
374	Tumalo-Deschutes	3.85	.....	.....	.....	3.85	.....	.....	.....
375	Redmond-Bend	13.26	.....	.....	13.26	.....	.....	.....	.....
380	Paulina	55.49	.....	24.73	.....	30.76	.....	.....	.....
390	Service Creek-Mitchell	24.70	.....	.....	.....	12.38	12.32	.....	.....
401	Beech Creek	5.35	.....	.....	.....	5.35	.....	.....	.....
402	Kimberly-Long Creek	34.88	.....	.....	.....	34.88	.....	.....	.....
410	Sumpter Valley	22.71	.....	0.15	.....	14.06	8.50	.....	.....
411	Haines-Anthony	15.32	.....	0.23	.....	15.09	.....	.....	.....
413	Halfway-Cornucopia	11.45	.....	.....	.....	5.75	5.70	.....	.....
414	Pine Creek	0.91	.....	.....	.....	0.91	.....	.....	.....
420	Midland	5.65	.....	3.56	.....	2.09	.....	.....	.....
422	Chiloquin	9.70	.....	.....	.....	9.70	.....	.....	.....
423	Lower Klamath	7.02	.....	.....	.....	7.02	.....	.....	.....
425	East Diamond Lake	14.82	.....	14.82	.....	.....	.....	.....	.....
426	Hatfield	2.42	.....	.....	.....	2.42	.....	.....	.....
427	Modoc Point	12.89	.....	.....	.....	12.89	.....	.....	.....
428	Sun Mountain	27.00	.....	.....	.....	27.00	.....	.....	.....
429	Crescent Lake	2.39	.....	.....	2.39	.....	.....	.....	.....
431	Warner	65.28	.....	7.04	.....	58.24	.....	.....	.....
440	Frenchglen	58.37	.....	.....	.....	46.70	11.67	.....	.....
441	Diamond	26.66	.....	.....	.....	.....	26.66	.....	.....
442	Steens	92.47	.....	45.39	4.80	42.14	0.14	.....	.....
450	Nyssa-Adrian	22.24	.....	12.09	.....	10.15	.....	.....	.....
451	Vale-West	10.39	.....	0.04	.....	10.35	.....	.....	.....
452	Adrian-Parma	2.75	.....	.....	.....	2.75	.....	.....	.....
453	Adrian-Arena Valley	3.19	.....	.....	.....	3.19	.....	.....	.....
454	Adrian-Caldwell	5.09	.....	.....	.....	5.09	.....	.....	.....
455	Olds Ferry-Ontario	36.86	0.77	18.46	16.60	1.03	.....	.....	.....
456	I.O.N.	116.83	.....	70.53	2.62	37.80	.....	.....	5.88
458	Jordan Valley	10.42	.....	.....	4.45	5.97	.....	.....	.....
	Totals	2,797.33	55.82	840.18	192.39	1,573.77	106.73	2.76	25.68

Table No. 44

MILEAGES OF COUNTY AND OTHER LOCAL ROADS

As of December 31, 1965

County road mileages include urban extensions in the county system.

County	Miles of Different Types of Improvement			
	Paved	Rock Surfacing	Open for Travel But Not Surfaced	Total Mileage
Baker	48.7	542.3	304.8	895.8
Benton	149.5	257.0	54.3	460.8
Clackamas	841.8	585.6	30.7	1,458.1
Clatsop	170.4	59.9	6.6	236.9
Columbia	256.0	235.9	6.8	498.7
Coos	246.6	260.5	88.2	595.3
Crook	81.4	269.0	242.5	592.9
Curry	97.9	72.4	3.4	173.7
Deschutes	395.3	101.9	334.7	831.9
Douglas	578.0	461.7	14.6	1,054.3
Gilliam	77.4	281.1	120.7	479.2
Grant	23.6	333.7	126.3	483.6
Harney	2.9	516.9	405.2	925.0
Hood River	115.3	64.5	26.7	206.5
Jackson	508.8	355.2	87.1	951.1
Jefferson	146.0	242.5	204.7	593.2
Josephine	303.2	118.2	0.5	421.9
Klamath	458.6	217.7	172.1	848.4
Lake	94.8	366.7	315.7	777.2
Lane	597.2	692.9	19.2	1,309.3
Lincoln	85.7	238.6	40.9	365.2
Linn	560.6	543.7	20.5	1,124.8
Malheur	217.7	991.4	1,263.2	2,472.3
Marion	663.5	478.2	7.3	1,149.0
Morrow	220.1	544.0	290.2	1,054.3
Multnomah	802.1	33.6	5.6	841.3
Polk	140.7	369.2	36.1	546.0
Sherman	29.8	330.4	109.8	470.0
Tillamook	190.4	120.0	3.5	313.9
Umatilla	371.8	822.6	485.5	1,679.9
Union	70.8	375.6	134.7	581.1
Wallowa	21.1	389.3	257.8	668.2
Wasco	150.6	425.0	179.1	754.7
Washington	579.4	476.7	17.6	1,073.7
Wheeler	9.4	168.3	86.8	264.5
Yamhill	185.1	499.8	6.9	691.8
Totals, County Roads	9,492.2	12,842.0	5,510.3	27,844.5
National forest roads	248.2	11,014.1	15,522.5	26,784.8
National park roads	86.2	0.2	134.2	220.6
BLM roads	178.5	2,420.7	4,310.5	6,909.7
Military reservation roads	220.1	48.3	.....	268.4
Indian reservation roads	50.9	69.8	439.6	560.3
Miscellaneous federal roads	41.6	94.1	50.7	186.4
Nonhighway city streets	3,242.7	1,104.9	331.1	4,678.7
Miscellaneous roads (state park, forest, public)	377.2	2,489.8	5,719.3	8,586.3
Totals, all roads other than state highways	13,937.6	30,083.9	32,018.2	76,039.7

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SPECIAL SERVICES COMPENSATION

Statement published in accordance with the requirements of ORS 291.570 showing payments for special services by the State Highway Department during the biennial period July 1, 1964 to June 30, 1966.

REAL ESTATE FEE APPRAISERS:	Amount
All Points Realty (John M. Fleck), Roseburg	$ 2,050.00
Ambrose and Ek, Portland	2,375.00
Andersen, Richard N., Newport	1,187.50
Boise, E. B., Salem	600.00
Buettner, C. M., Lake Oswego	2,050.00
Brewster, Burnett and Scholz, Portland	1,520.00
Chilcote and Smith (Chilcote, R.E.), Klamath Falls	4,509.75
Cougill and Hansen (Cougill, J. G.), Eugene	1,575.00
Evans, Ken, Portland	1,775.00
Felthouse, W. W., Walla Walla, Washington	2,205.55
Fromme, David, Company, Medford	875.00
Geiser, Peter H., Salem	6,067.00
Gilbert, Glenn A., Pendleton	9,382.50
Henry, Ernest A., Portland	490.90
Kolberg, Elmer, and Associates, Portland	
Gainer, Merwin O.	17,325.00
Kolberg, Elmer F.	33,625.05
Marineau, Fred J., Coquille	2,532.00
Meyer, Harold F., Forest Grove	4,592.05
Mitchell, Sykes, Portland	500.00
Newell, Robert S., Portland	1,125.00
Overmire, George, Klamath Falls	2,915.40
Pacific Realty (Harris, Lynn), Eugene	5,347.50
Parks, Del, Portland	1,200.00
Pattee, Jack W., Portland	9,377.40
Rinehart Realty (Rinehart, P.C.), Lincoln City	100.00
Rodman & Urey (Rodman, J. R.), Eugene	14,957.20
Rodwick, Anthony J., Portland	6,111.25
Roseburg Realty (Dent, Joseph W.), Roseburg	1,621.75
Scharn, W. H., Pendleton	13,672.30
Smith, Ernest, John Day	600.00
Thomas, Bill, Real Estate, La Grande	10,121.30
Trowbridge & Associates, Portland	
Overmire, G. R.	2,355.40
Trowbridge, Carl	3,600.00
Turner, Ken, Portland	800.00
Vandagrift, Cap C., Medford	13,010.00
Wilcox & Associates, Inc., Bellevue, Washington	1,500.00
Woodward, Draper & Stepp, Portland	2,203.50
Draper, Leroy D.	11,350.00
Stepp, Harry W.	2,612.50
Property Counselors, Portland	200.00
Moores, Chester A., Portland	140.00

SPECIAL APPRAISALS:	
Al and Chuck's Sanitary Service, Portland	106.00
Anderson, H. Ferrel, Banks, Idaho	3,479.35
Ballard Sign Co., Inc., Salem	122.50
Balzer Mach. Co., Portland	157.65
Bigley & Fiess, Foresters, Inc., Eugene	1,139.20
Bishofberger, James A., Portland	73.00
Camplan Construction Company, Portland	1,414.18
Carlson Co., Signs, Bend	90.00
Charlton Laboratories, Inc., Portland	407.89
C & K Petroleum Equip., Eugene	37.50
Cosgriff Outdoor Advertising Co., Twin Falls, Idaho	60.00
Dyball, Gerald, Salem	1,471.37
Eastern Oregon Neon Sign Co., Pendleton	315.50
F. M. C. Corp., Portland	138.00
Ford, Bacon & Davis Inc., (Davis, W. D.), New York, N. Y.	10,000.00
Foress Co., Corvallis	$ 46.75
General Appraisal Company, Portland	3,400.00
Grande Ronde Sign Co., La Grande	18.00
Grants Pass Sign Co., Grants Pass	127.75
Grimstad & Vanderveldt, Inc., Astoria	60.00
Hickey, J. S., Inc., Portland	280.00
Jolma, L. N., Co., Portland	3,541.50
Kelley & Associates, Portland	406.00
Lee's Refrigeration, Pendleton	50.00
Lubcke, Harry R., Hollywood, California	4,031.70
Martin Brothers, Inc., Salem	797.50
Medford Neon Signs, Inc., Medford	185.00
Northwest Hotel Supply Company, Inc., Portland	5,412.50
Obie Outdoor Advertising, Inc., Eugene	25.00
Petroleum Service Co., Pendleton	32.20
Portland Sign and Neon Company, Portland	1,750.12
Rainbow Const. Co., Salem	115.00
Rann, Wm., Signs, Bend	45.00
Reed Signs & Office Supplies, Burns	50.00
Rook Bros., Eugene	40.00
Roseburg Neon Signs, Inc., Roseburg	131.00
Salem Road & Driveway Co., Salem	100.00
Schmidt Brothers Nursery, Troutdale	210.00
Security Fence, Salem	8.00
Sell, D. J., Waldport	400.00
Seven Dees Nursery, Portland	55.00
Sipe, Gary C., Coquille	20.00
Star Construction Company, Gresham	35.00
Star Lite Neon Sign Co., Albany	56.00
Stewart and Associates, Portland	3,905.76
Stickney & Sons, La Grande	10.00
Sweet Home Const. Co., Sweet Home	100.00
Swinney, J. M., Toledo, Oregon	29.25
Teeples and Thatcher, Portland	885.00
Tennyson Eng. Corp., The Dalles	45.55
Valley Well Drillers, Albany	50.00
Wallulis, S. G., Pendleton	1,400.00
Warren, Merle, Tangent	50.00
West Coast Sanitation, Portland	90.00

SPECIAL SERVICES:	
Benbuilt Homes, Inc., Portland	200.00
Browdy, Al & Associates, Los Angeles, California	578.12
Cassels, L., Ashland	150.00
Dames & Moore, Portland	487.70
Elliott, A. L., Sacramento, California	190.29
Frolik, Robert, Albany	50.00
Herstrom, Charles A., Spokane, Washington	291.30
Holmes, Richard, Milwaukie	370.00
Kidby, Harold A., Portland	200.00
Ledbetter, John B., Garden Grove, California	2,165.25
Leverett, Deane T., Beaverton	775.00
Martin Engineering Service, Myrtle Creek	210.00
Mason, H. C. & Associates, Oregon City	257.20
Michelet, Dicinti & Sowers, Portland	92.00
Nicol, Donovan L., Klamath Falls	113.50
Parma Water Lifter, Parma, Idaho	806.70
Ricks, Harold A., Medford	2,230.00
Rosette, Marvin G., Longview, Washington	200.00
Slavens, Willis C., Hombrook, California	75.00
Stewart & Associates, Portland	325.00
Towne, Robin M. & Associates, Inc., Seattle, Washington	895.67
Wagoner, R. H. & Co., Salem	48.25